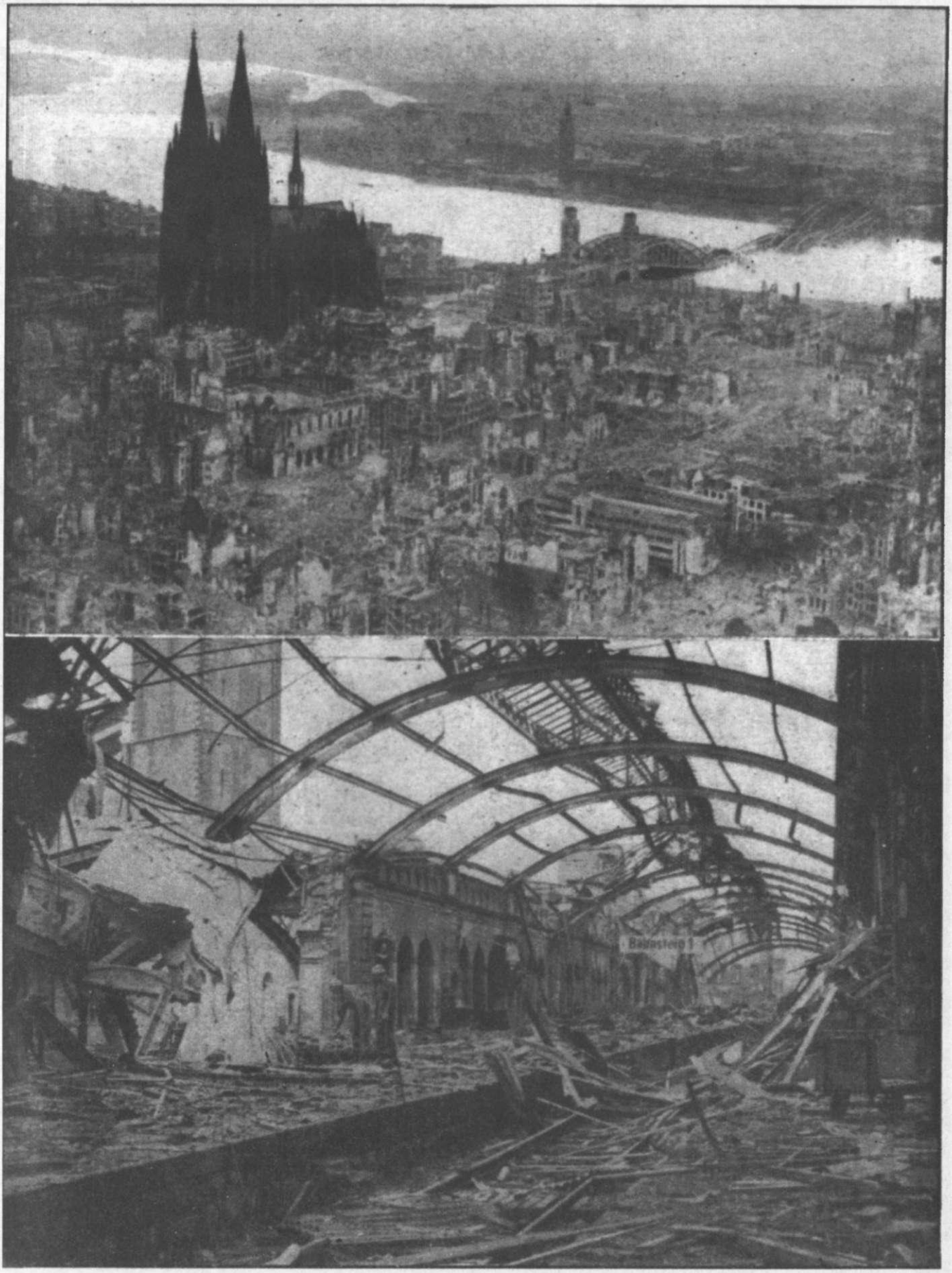
Vol 8 The War Illustrated N° 203

SIXPENCE Edited by Sir John Hammerton MARCH 29, 1945

BOMB-LINE PROVIDED A BRIDGE across the flooded airfield for this L.A.C. of the Mediterranean Allied Air Force on the 8th Army's front in Eastern Italy where, in February 1945, heavy rain and snowfalls transformed many of our forward fields into lakes. The M.A.A.F., it was reported on Feb. 13, were concentrating on one of Kesselring's few remaining oil-sources—the sugar-beet refineries in the Po Valley, known to have been converted to the production of industrial alcohol. *Photo, British Official*

Tokens of Defeat Once the Rhineland's Pride



IN COLOGNE'S DEAD CITY smoke-blackened spires of the Cathedral (top) rise starkly above acres of desolation ; the great spans of the Hohenzollern Bridge sprawl broken in the Rhine. Below is all that devastating Allied air attacks left of the main railway station, situated immediately behind the Cathedral. Less than twenty-four hours after the city's fall, on March 6, 1945, the U.S. 1st Army crossed the Rhine at Remagen, 18 miles south-east of Bonn (map in page 717). See also illus. page 713, and story in page 729.

Photos, British Official

SEEING THE WAR AT FIRST HAND

"The War Illustrated" Sends its Own Representative to the Front

CAPT. NORMAN MACMILLAN'S FIRST IMPRESSIONS

IN response to an official invitation received by the Editor of "The War Illustrated" some time ago to make a personal visit to the British Armies now advancing into the very heart of Germany, we nominated Capt. Norman Macmillan, M.C., A.F.C., our well-known Air Correspondent, for this important task, and brilliantly has he discharged it. Although Capt. Macmillan, from his long and varied flying experience, is one of the foremost authorities on the War in the Air, he is also a devoted student of the War in all its aspects, and our readers will not merely be deeply interested in what he has to tell about his experiences in the forward zones, during a visit of considerable duration, but will derive much new knowledge about the course of the war which will help them to a better understanding of the struggle, so far as the British and Canadian armies are particularly concerned, and generally to comprehend the nature of the Allies' effort in the West as seen by a privileged and unusually well-equipped observer. Subjoined is the first of the series of articles which Our Own Representative will contribute to our pages.

IF I were asked to say what was my basic impression of the war after visiting the British 21st Army Group and the Royal Air Force 2nd Tactical Air Force fighting in or from Holland, Belgium, France and Germany, I would answer without hesitation in the following words : *The changed character of war.*

No one who has not seen the present war in the field can fully appreciate how it is conducted. Those who visualize it through middle-aged eyes that in youth gazed on the scarred battlefields of the First Great War cannot comprehend how different war has become. The young men, aye, and women, too, who are immersed in this great conflict as the first grand-scale experience of their lives, take it in their stride and scarcely question that war can ever have been different since the days of the long-bow portrayed in the colour film of Henry V which many of them are flocking to see while on leave in London or Brussels.

IN that film there is a scene of the English archers erecting a palisade of sharpened wooden stakes, driving them into the ground to stop the charge of the French horse ; except for the materials there is not so great a difference between that scene and the concrete teeth of the Siegfried Line, and the purpose of both is the same. Yet at Agincourt there was fought a pitched battle in the space of Hyde Park. Today the battle line runs from the North Sea eastwards along the course of the river Waal (Rhine) as far as Emmerich, where it turns south to follow a long line, curving in salients and re-entrants, to the Swiss frontier. In places there are Allied bridgeheads across the Waal/Rhine, at other parts of the broad river the Germans are on one side and ourselves on the other.

It may be asked why we do not attack towards the north to drive the enemy out of the Netherlands altogether and free the great Dutch cities of Rotterdam, Amsterdam, The Hague and Utrecht. From the area around The Hague, Amsterdam and Rotterdam, and from farther east, between the Dutch-German frontier and the Zuider Zee, come the V-bombs that fall in Southern England. Could we not end altogether the ordeal of England by capturing all Holland ? Perhaps we could. But it would almost certainly be at a greater sacrifice of life and property among our own forces and among the Dutch civilian population.

TWICE we have nearly captured that part of Holland without firing a shot. On the first occasion, when the Allied advance after the break-through at the Falaise gap carried the columns in one fast surge to Antwerp, the Germans began to pull out of Holland. They evacuated Breda and many other places. When they found that our swift advance had outrun our supplies, so that the spearheads had to halt, they returned and looted Breda.

Again, during the airborne battle around Arnhem, they prepared to evacuate Holland west of that Gelderland town. For the second time they returned. If they clear out for the third time, as they may be forced to do by the present penetration into Germany, they should not be able to return, and Holland will have been liberated without adding the total destruction of the principal Netherlands cities to the other miseries suffered by that unfortunate people. (I will tell you later of my impressions of the Dutch people I met, and what their rations were while I was among them.)

IT was therefore a drive to the east that was set in motion by the Allied High Command after the counter-thrust by Von Rundstedt had been stopped and driven back. There was no second attempt to get across the Lek (the upper arm of the Rhine) at Arnhem. Instead, on February 8, 1945, the Canadian 1st Army (part of which is formed of United Kingdom troops) attacked from the Nijmegen zone, eastward and south-eastward across the Dutch frontier into Germany, to clear the area westward of that part of the Rhine where it bends to the west from Wesel to enter Holland on its last course to the sea.

This opening move by Field-Marshal Montgomery's 21st Army Group (containing the Canadian 1st Army, the British 2nd Army, and the U.S. 9th Army disposed in that order from north to south) was succeeded by the all-American attack across the Roer river, farther south, in the direction of Cologne and Düsseldorf.

CAPT. NORMAN MACMILLAN, M.C., A.F.C., Air Correspondent of "The War Illustrated," the first of whose special articles describing his recent visit to the Western Front appears here. He is seen (centre) with the British crew of a captured German tank which, repainted with Allied markings, was moving up into action with the Canadian 1st Army on the left flank of the Reichswald Forest on February 9, 1945.

AHEAD of the Canadian 1st Army lay the Reichswald, a German State forest, whose trees grow not on flat ground but on low rolling hills, ideal country for defence, where the new types of dugout defence posts with entrances camouflaged by trees and branches are difficult to spot. The Germans used this forest for storage dumps ; they concentrated a heavy flak defence within it, so that R.A.F. pilots on sorties had a healthy respect for it on their outward and homeward routes ; and the aircrews were glad when the Canadian 1st Army winkled the enemy out of it.

But I was writing of the changed character of warfare. It was well illustrated in the zone over which was made the initial attack that led to the capture of the Reichswald Forest. All around the eastern side of Nijmegen, wherever there was an open field, lay the skeletons of Waco gliders. Only when there were woods or farmsteads—this is farming country—or roads bordered with elm trees, there were no gliders. But on sloping hillsides, on grass fields, on rough ploughlands I saw them in great numbers, certainly running into some hundreds, with their wings torn, their fabric-covered fuselages ripped by the storm of bullets and shells and by the winds and snows of Nature. German artillery had shelled them to put

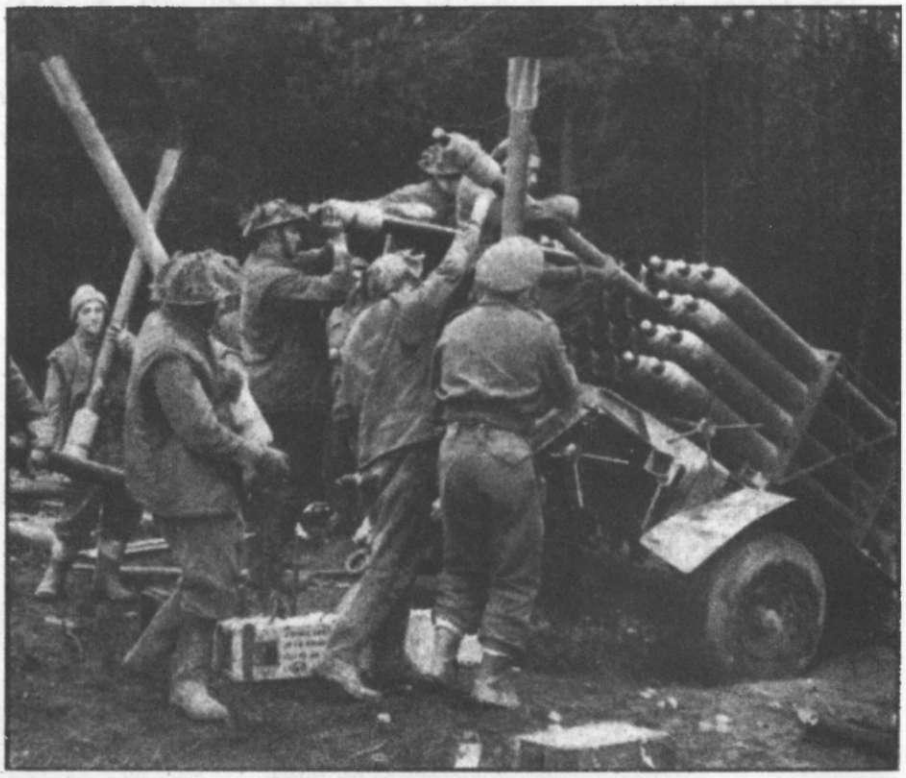
them out of action. It was not hard to visualize the struggle for Nijmegen—the billowing canopies of the parachutists the twisting, turning gliders making for the ground and bucking to a standstill in every direction as their pilots put them down in the quickest possible way; the men outpouring quickly, clad in their airborne equipment, wearing small, close-fitting helmets, scattering, and perhaps digging-in in shallow slit trenches. Behind them the valuable Grave Bridge over the River Maas was taken intact, although one span was later slightly damaged by a Jerry dive-bomber.

Hastily Scratched-up Earthworks

The most advanced of the gliders landed on a flat area below a dip down into the Rhine valley; there the drive halted, and the field of action became No Man's Land; on February 9, 1945, the corpses of both American and German soldiers still lay unburied on the battleground, in the open or behind hastily scratched-up earthworks.

Over that field the advance thrust its way in the attack that began at 10.30 a.m. on February 8 to the north flank of the Reichswald Forest. And the set grin on the upturned face of an American paratrooper's corpse somehow seemed to lose its horror, and to accord with the sense of triumph that the airborne battlefields of Nijmegen were at last all cleared of the invading Boche.

On the rising ground behind, batteries of 25-pounders barked, their muzzles recoiling into their armoured mobile carriages as a tortoise retracts its head within its shell. These mobile guns are part of the changed technique of war. Their shells whined away across the Rhine valley, broadly watered by floods which the Germans had purposely created, to burst among buildings only dimly visible in the winter haze enshrouding the farther side of the river.



PROJECTORS BEING LOADED WITH ROCKETS in the Reichswald Forest area in Feb. 1945. A group of 12 projectors or "guns" each with 32 barrels can lay down a barrage whose fire-power is comparable with that of two hundred and eighty 5·5-in. guns firing 100-lb. shells. A battery of rocket projectors can be handled by fewer than 200 men, whereas the equivalent fire-power from 5·5-in. guns would require nearly 3,000 men. *Photo, British Official*

OVER the whole battle zone in front there was a stillness like the hush that portends a thunderstorm. There was no sound of small arms fire. As I went forward over the No Man's Land that had existed since the airborne action of September 1944, there was evidence of the great change in tactical warfare. There was no trench line. There was no elaborate wiring system—just a thin solitary line of coiled wire pegged crudely down to the ground.

How different from the First Great War, with its fantastic barricades of wire and wood, its continuous trenchlines in depth one behind another, its communication trenches leading from the firing line! Here there was no communication trench, no front line trench. Merely a few slit trenches each a few yards in length; and on the side of the narrow road that ran across the farmlands, little circular hideouts were cut out of the steep but shallow bank of sandy soil. Little notices were stuck into the ground by the roadside, like the *Keep Off the Grass* tablets in a public park. But these read *Road and Verges Only Cleared of Mines.* Mines have taken the place of trenches and wire.

WHAT has brought about this difference in the waging of war? It is the internal combustion engine, whose power carries men and weapons up to the fighting zone and into action, that enables them to ride into war in armoured vehicles. Extensive earthworks are no longer valuable against this mobile fire power. The continuous line has given place to the screen of outposts, with perhaps a thousand yards separating the opposing armies' most advanced troops. In an attack these outposts are quickly driven in or overrun, and the mobile units cannot be stopped until they come up against the main defences of guns, armoured vehicles, pillboxes, anti-tank obstructions, and built-up areas situated, perhaps, several miles behind the men who manned the slit trenches and camouflaged hideouts. So it is the modern mobility of fire-power that has altered war. And Allied outbuilding of the Wehrmacht's surface and airborne mobile fire-power is now surely driving the German Armies inwards to defeat upon their own territory.

WITH THE CREW OF "Y" FOR YORK Capt. Norman Macmillan, M.C., A.F.C., is seen during his visit to a medium bomber station of R.A.F. 2nd Tactical Air Force on his tour of the Western Front. The crew of the Mitchell bomber were about to take part in the great raid of Feb. 22, 1945, when between 8,000 and 9,000 Allied aircraft attacked German rail communications from the Baltic to the Italian Alps. *Photo, British Official*

THE BATTLE FRONTS

by Maj.-Gen. Sir Charles Gwynn, K.C.B., D.S.O.

So far the great—I am tempted to write final—offensive has gone far better and faster than could have been expected when at the end of last year Germany appeared to have made a remarkable recovery. In the east she was strongly entrenched on the Vistula and in East Prussia, while in the west, where the Siegfried line had been breached at Aix la Chapelle (Aachen), she had formed a stronger line on the Roer. It is true that she had lost the line of the Danube and had been tempted into committing a large force to hold Budapest in order to maintain a block on the main communications across the river.

Her chief weakness lay in the lack of a really adequate strategic reserve, owing very largely to her having clung to the Baltic States till her armies there became isolated in Latvia, and to her having refused to withdraw in Italy to a shorter front. Her determination to hold the dangerous East Prussian salient with a strong contingent of her best troops also tended to reduce her reserve strength. Nevertheless, Germany was in a strong defensive position, and if her High Command had not committed a series of strategical mistakes the task of the Allies would certainly have been much more difficult. Without in any way underrating the power of the Allied offensives or the skill with which they have been conducted both in the east and west, I feel convinced that by these mistakes Germany threw away her prospects of prolonging the war.

MISTAKES Generally Attributed to Hitler's Own Influence

That she would have succumbed eventually under the processes of attrition and the ever-increasing weight of air attack cannot be doubted, but it is improbable that we should have seen the rapid collapse of her defensive position that has occurred. Most of the mistakes were of the same type—the type generally attributed to Hitler's influence—obstinate determination to hold on to untenable positions, followed by belated decisions to carry out rescue operations that made heavy demands on the main strategic reserve. The decision to hold on to Budapest when it was threatened with encirclement by Malinovsky's and Tolbukhin's armies was the first of this particular series of mistakes, and it was true to type.

Once the city was surrounded the chances that the garrison could cut its way out rapidly diminished, and its ultimate fall was inevitable unless rescued from outside. The loss of the large force committed to its defence would naturally greatly weaken the Austrian front, and rescue attempts which a timely withdrawal might have made unnecessary had to be undertaken. But the rescue operations would have had no chance of success without reinforcements from the central reserve. In the event, the reinforcements were insufficient to make the rescue successful, and, what was equally serious, they could not be returned to reserve without fatally weakening the Austrian front.

This dissipation of reserves was all the more important in its results since so large a part had already been assigned to Rundstedt's counter-offensive. One can only believe that in the first instance the Germans underrated the danger that Tolbukhin's encircling thrust implied and were unwilling to face the loss of prestige a timely withdrawal from Budapest would have entailed.

HISTORIANS will, I suppose, dispute whether Rundstedt's offensive was a justifiable gamble or a far-reaching strategic mistake which should not have been made. Alarming and brilliantly executed as it was, I agreed from the first with those who believed that the utmost it would achieve would be to disturb temporarily General Eisenhower's dispositions, and that its eventual effect would be to accelerate Germany's final defeat. Rundstedt's plan, which made such heavy demands on reserves, seemed to ignore the danger in the East, even more formidable than that in the West. Some day we may learn whether Rundstedt himself fathered the plan or whether it was made in compliance with Hitler's directions. I am disposed to think that it was Rundstedt's own idea, though presumably it had to receive Hitler's sanction.

FOR one thing, we can be fairly certain that Rundstedt had originally advocated meeting invasion by a powerful counter-offensive, and although Rommel's opposing views at the time carried the day, we may be reasonably certain that when Rundstedt was in charge again he would be on the look-out for an opportunity to carry his original ideas into effect. Furthermore, he probably felt that the situation was such that a gamble that held out any possibility of a major success was justifiable in view of the inevitable final defeat by attrition. I suspect, too, that obsessed with the danger on his own front and his own ideas for meeting it he was less concerned about the threat in the East. It would not be the first time that a general has displayed parochial tendencies in pressing the Higher Command for support of his own plans to the detriment of others.

WHEN the Russian storm broke on the Vistula, the German reserve had been disastrously weakened by the reinforcements sent to Hungary and by those given to Rundstedt for his offensive. It was a gift to Zhukov and Koniev. The East front immediately called for reinforcements, with the reconstruction of a central reserve a primary necessity. Rundstedt had consequently to give back the Panzer Army on which all his hopes of continuing offensive operations depended. Furthermore, the heavy losses he had sustained in the Ardennes left him weaker than he originally was. On all counts, therefore, we can now see that his offensive was a strategic failure of a major order. How far it actually delayed the development of General Eisenhower's plans we do not know.

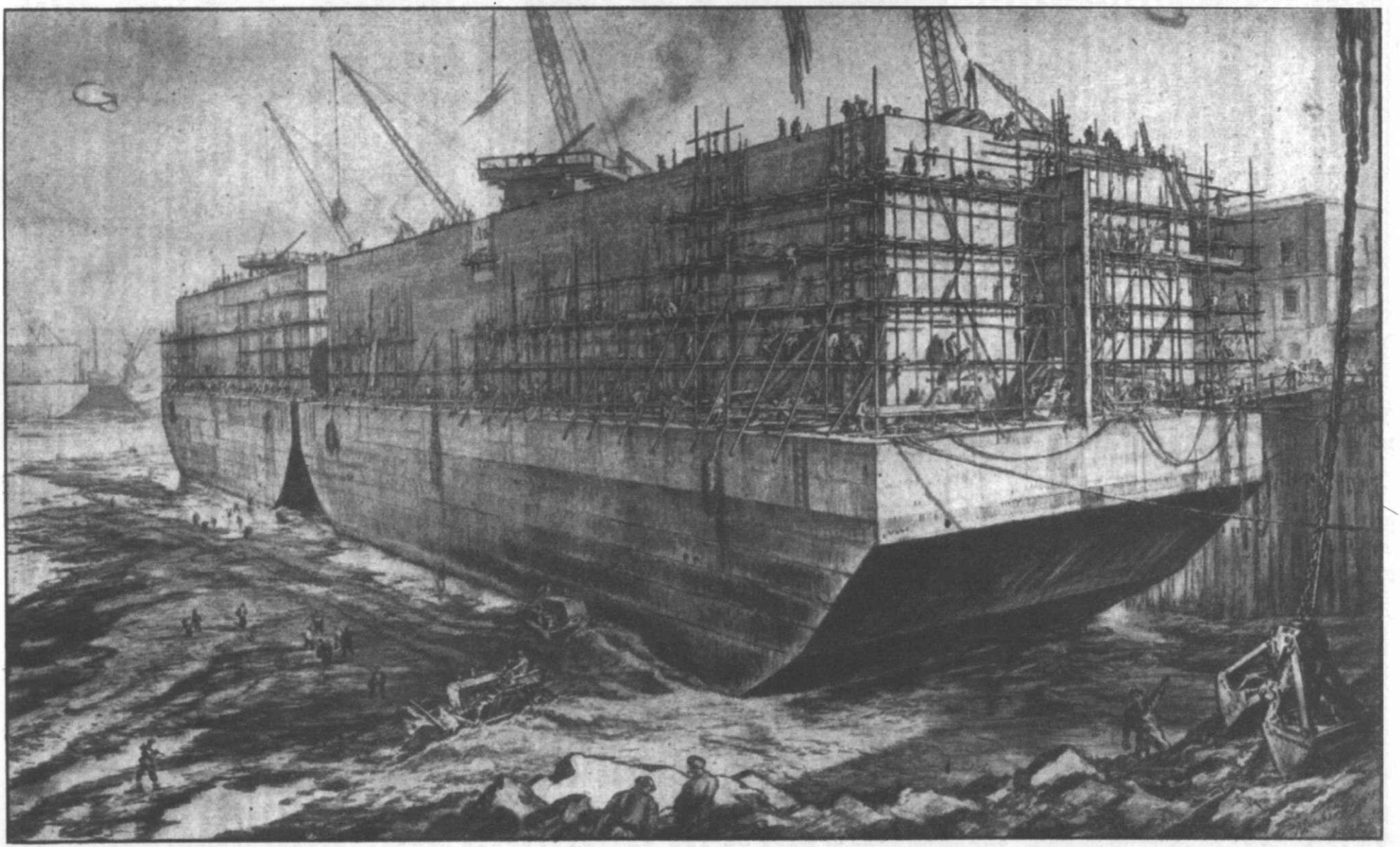
WE do know it caused the postponement of the Canadian 1st Army's offensive, but the delay may in the long run have been advantageous, for it is questionable whether the operation could have been closely co-ordinated with the Roer offensive so long as Rundstedt retained control over the reservoir dams. I suggest that without reinforcements from central reserve Rundstedt might well have been able to maintain the menace of the dams, and if the Roer offensive had been attempted while the possibility of flooding the river existed the chances of its rapid immediate success would have been small. It is true that eventually the Canadian offensive had perforce to be launched under desperately unfavourable conditions of weather and inundations. But Rundstedt was not strong enough to retain his hold on the dams and was forced to blow the sluice gates prematurely.

SEVENTY-FIVE-mm. SELF-PROPELLED GUNS, such as these positioned in an Italian farmyard, took part in many operations against enemy forces on the River Senio, Northern Italy, early in 1945 when bad weather—including both fog and snow—rendered air attacks and infantry operations by the 8th Army impossible. **See also page 374.** *Photo, British Official*

On the whole, therefore, it is evident that his gambling offensive not only led to the weakening of the Eastern Front, but in the long run left him in a more dangerous position than if he had never embarked on it. The employment of the reserves he still retained to check the Canadian advance has no doubt facilitated his retreat to the Rhine, but it left him disastrously weak to meet the U.S. 9th and 1st Armies' offensive.

RUNDSTEDT's offensive was an effort to exploit advantages of interior lines, but only with the result that at the critical time reserves, rushing from one front to the other, were available on neither. To make the situation still worse the force in East Prussia which by a timely withdrawal and sacrifice of territory might have supplied a potential reserve, allowed itself to be isolated by Rokossovsky's drive to the Baltic, and now the forces in Danzig and eastern Pomerania have been in turn isolated by Rokossovsky's and Zhukov's further drives to the Baltic.

Surely these were two great strategical mistakes once it became apparent that the Oder was the final defence line available in the East, and that it required to be buttressed with all the reserves that could by sacrifice of territory be made available.



SECTION OF A "MULBERRY" PORT in the making in England: 6,000-ton concrete caissons, two of 150 which went to the construction of the famous prefabricated D-Day harbours (code word Mulberry) towed over to Normandy, as seen—while nearing completion in a British dockyard—by the official Admiralty artist, Sir Muirhead Bone. His drawing shows workmen engaged on the huge structures mounted on their floating bases and lying in a shallow dock where bulldozers (centre foreground) and a "grab" (right) are dredging the river-bed so that the caissons may float out in preparation for the astonishing Channel crossing. Some of the units of the harbour had to be moved to the South Coast from as far away as Scotland.

Workmen in their hundreds swarm over the steel-tubing scaffolding; while from the quayside gigantic cranes unload material into the caissons' decks and under-decks. These caissons, towed across the Channel and then sunk in position off the enemy-held shore of Arromanches, helped to form a great harbour, later known as "Port Winston," whereby a preliminary force of 250,000 men was landed on Hitler's French seaboard, effecting a complete stategic and tactical surprise on the Germans. The whole vast organization of preparing, towing and placing in position was handled, under the direction of Admiral Sir Bertram Ramsay (killed in an air accident in France on January 2, 1945), by Rear-Admiral W. G. Tennant. On December 6, 1944, Mr. A. V. Alexander, First Lord of the Admiralty, disclosed that the first person to suggest the use of prefabricated harbours for a European landing was Commodore Hughes-Hallett in the summer of 1943. See also pages 430-434.

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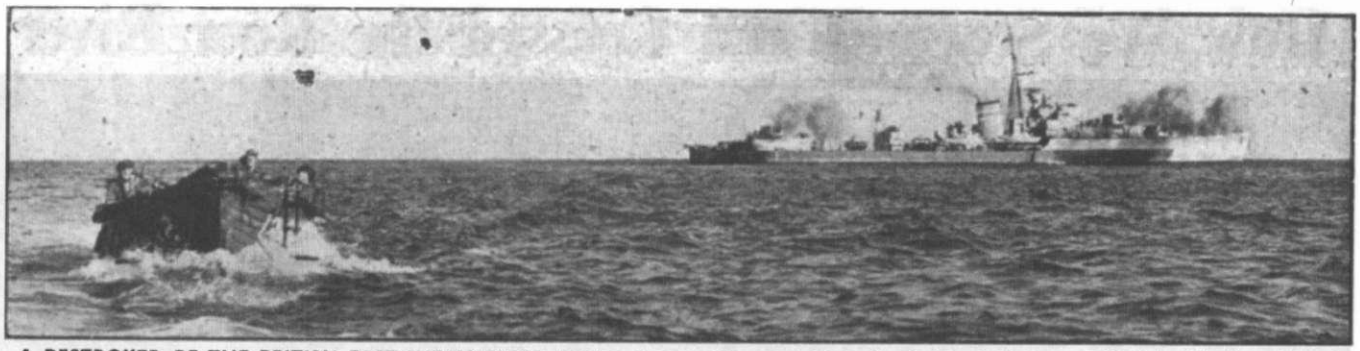


A DESTROYER OF THE BRITISH EAST INDIES FLEET, helping to cover the successful landing by Royal Marines on Cheduba Island, south-west of Ramree, in the Arakan, on January 26, 1945 (see page 724), delivers a broadside while an assault-craft (left) pushes shorewards. The fleet of the East Indies Station, as it was called—a command which passed into abeyance when the Japanese took Singapore—was reformed as the British East Indies Fleet, it was announced on December 11, 1944, under the command of Sir Arthur Power, K.C.B., C.V.O. *Photo, British Official*

THE WAR AT SEA

by **Francis E. McMurtrie**

MANY inquiries have reached me as the result of certain statements made in Australia by an American correspondent whose surname happens to be the same as my own. These statements were contained in an article written from Pearl Harbour for Australian consumption. As briefly summarized by cable, the main contention appears to be that joint offensive operations by British and American fleets in the Pacific are impracticable, "because British warships are slower than American, and cannot put enough aircraft into the air." It is suggested that the British fleet was designed for "close-range defence of the British Isles," and for "engagements such as the Battle of Jutland."

Unless these assertions are deliberate distortions of the truth, it is evident that the correspondent responsible for them is wofully ignorant of naval matters in general and of British warship design in particular. If there is one thing beyond question concerning the British Navy it is that the majority of its fighting ships are designed to be able to fight in any of the Seven Seas, a necessity enforced by the world-wide extent of the British Empire. Moreover, "close-range defence of the British Isles" is an idea utterly opposed to the offensive spirit which has always animated British naval strategy and which has been particularly prominent during the present conflict, as the Italian and German navies know to their cost.

EVEN in peacetime a considerable part of the British fleet is always to be found at great distances from the United Kingdom, on foreign stations where there are important interests needing protection. In 1939 it was the cruisers already stationed in South American waters that tackled the German raider Admiral Graf Spee and fought her to a standstill.

If individual ships of the British and United States Navies of similar size and date are compared, it will be found that there is, in fact, no great difference between their main characteristics. Examples of this may be found in comparing details of H.M.S. King George V with those of U.S.S. North Carolina. Both these battleships were laid down in 1937, and have a standard displacement of 35,000 tons. Other details are:

	King George V	N. Carolina
Extreme length	745 ft.	729 ft.
Armament	Ten 14-in.	Nine 16-in.
	Sixteen 5·25-in.	Twenty 5-in.
Maximum speed	30 knots	Over 27 knots

It is evident that so far from the British ship being slower she is the faster by over two knots. To obtain this extra speed, which implies a greater weight of machinery and boilers, a slightly lighter armament has had to be accepted, but the critic does not seem to have complained of British ships being too lightly armed for operations against Japan.

Comparison of aircraft carriers also shows no exceptional disparity. Our latest aircraft carrier of which particulars have been released is H.M.S. Indefatigable, of nearly 30,000 tons. She is reputed to have a speed of 32 knots, to mount sixteen 4·5-in. guns and to accommodate at least 100 aircraft. The U.S.S. Essex, of contemporary design, is over 27,000 tons; her speed has been unofficially given as 33 knots. She mounts eight 5-in. guns and can carry 100 aircraft.

IT is true that there are 15 or more of the Essex class in service, and others building or completing, while so far it is not known what sister ships H.M.S. Indefatigable may have, beyond the Implacable, but the same applies to various other categories of warships, in which the vastly superior shipbuilding resources of the United States have enabled a greater quantity of tonnage to be constructed in the past five years. In any case, the relative totals of warships available was not the point under discussion.

In heavy cruisers a comparison may be made between H.M.A.S. Shropshire, of 10,000 tons, and the U.S.S. Chester, of 9,200 tons, which were launched in 1928 and 1929 respectively. The former ship is armed with eight 8-in. and eight 4-in. guns, the latter with nine 8-in. and twelve 5-in. While the Shropshire is designed for a speed of 32·25 knots, the Chester is half-a-knot faster. In radius of action the Australian ship has a distinct advantage over the American, with an oil fuel capacity of 3,200 tons against one of 1,500 tons.

H.M.S. ARGONAUT, 5,450-tons British cruiser, was first reported in action with the East Indies Fleet when an attack was made on the Japanese oil refineries at Palembang in S. Sumatra, on Jan. 24 and 29, 1945. See also illus. page 678. *Photo, British Official*

DEFINITE Assurance Given by Admiral Sir Bruce Fraser

It is possible that the correspondent may have been referring only to lighter craft, though this seems improbable from the sweeping character of the remarks cabled. However, assuming that the latest type of U.S. destroyer, the 2,200-ton Barton or Allen M. Sumner class, may have been in his mind as specially designed for long-range work in the Pacific, it has only to be observed that no particulars have been published of contemporary British destroyers of the Carysfort class, and there is nothing to show that they are inferior.

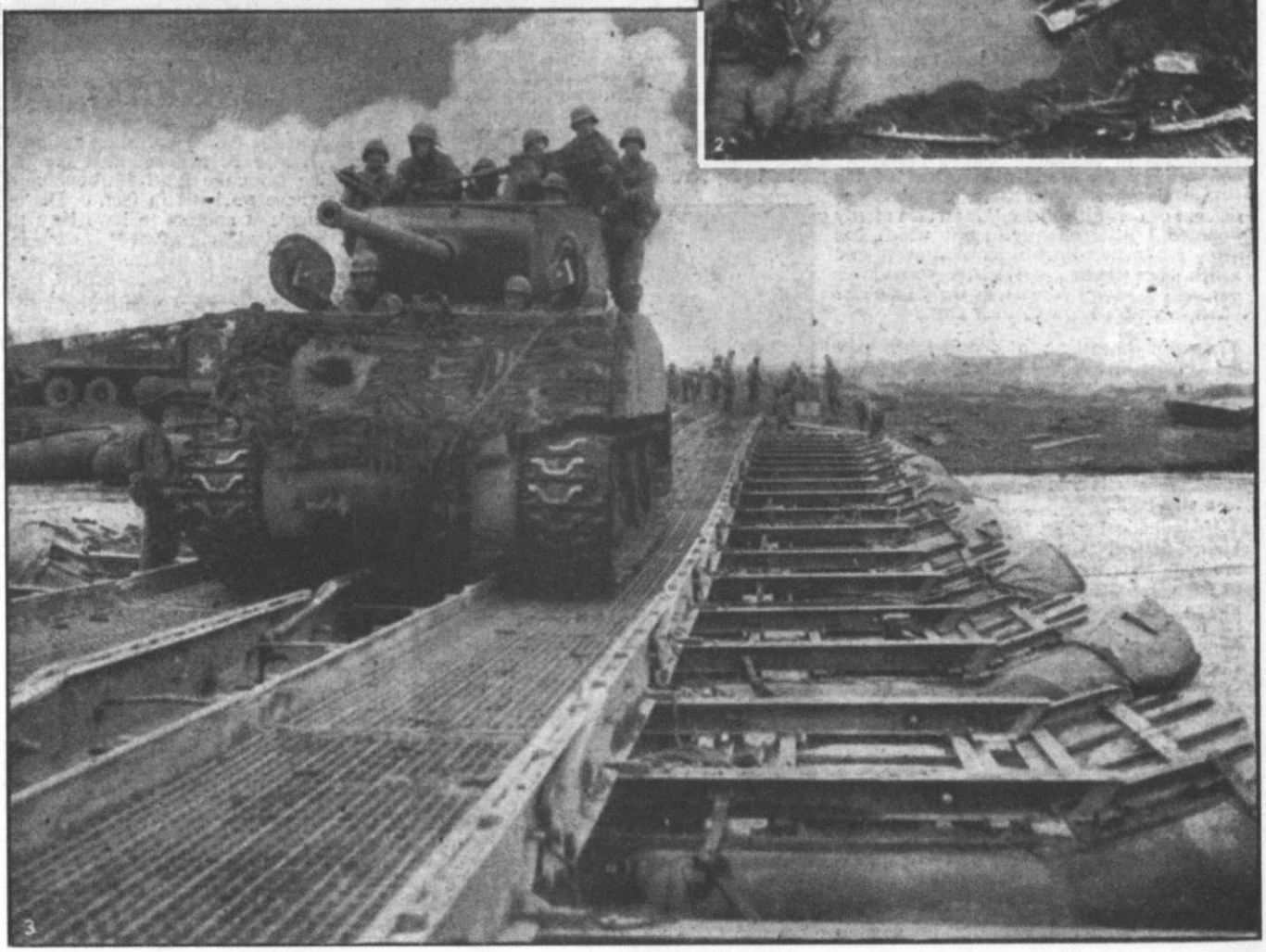
In view also of the definite assurance given by Admiral Sir Bruce Fraser that there are no operational difficulties in the way of our fleet in the Pacific operating against the enemy, it may be assumed that the views emanating from the Pearl Harbour correspondent have no basis in fact. His only other complaint appears to have been that, while the United States fleet "is capable of striking with 2,000 carrier-borne planes," it would be impossible for the British to put "a fraction" of that number into the air.

HOW far this is from the truth may be judged by raids on oil refineries in Sumatra carried out from four British carriers during the latter part of January. Though the number of aircraft engaged on this occasion has not been mentioned, the carriers included the Indefatigable, which as already mentioned is believed to accommodate over 100 planes. It is reasonable to suppose that each of the others, ships of 23,000 tons, may have carried 80 or more each, which gives a total of about 350, a very substantial "fraction" of the estimated American total of 2,000. Nor does it necessarily follow that these are the only aircraft carriers operating with our fleets in the East.

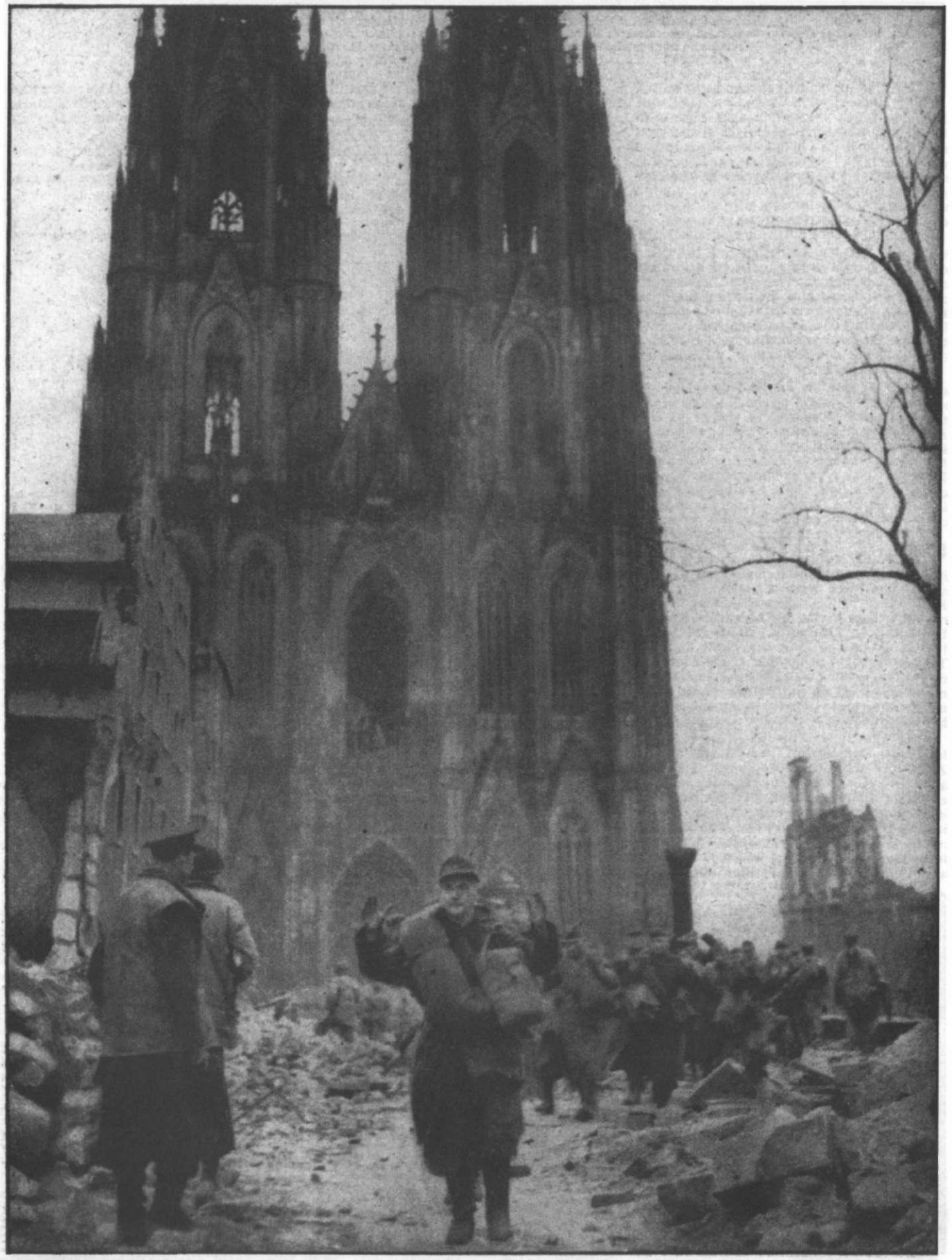
It is too often forgotten that this country has, if anything, a bigger score to settle with the Japanese than has the United States. Though the United States Navy lost two battleships at Pearl Harbour, we were deprived of the Prince of Wales and Repulse in the same week. All the territory lost to America, with the exception of small islands like Guam and Wake, was in the Philippines. British territories still to be wrested from the aggressors include Lower Burma, Malaya, North Borneo, parts of New Guinea and the Solomons, and Hong Kong, to say nothing of many important commercial properties in Chinese cities such as Shanghai and Tientsin.

How We Stormed and Crossed the Roer River

WHEN MANY BRIDGES WERE DESTROYED during the desperate fighting on the Roer in late February 1945, in the Allied drive to Cologne and Düsseldorf, a medical party of the U.S. 9th Army in an assault-boat (1) bent to their paddles to cross the swollen swift-flowing river and evacuate wounded comrades. Under heavy fire, Allied combat engineers in this sector of the Western Front flung temporary bridges across, only to see them smashed by German artillery. Abandoned assault-craft in which the infantry had effected a successful surprise crossing early on the morning of Feb. 23 drifted down-river to a shattered bridge (2). Undaunted, engineers built other bridges while still under fire. The bridge at (3) is of the pontoon type, on inflated rubber floats, and U.S. tanks are crossing it. *Photos, U.S. Official, Central Press*



Precision-Bombing Spared Cologne's Cathedral



MORE REMNANTS OF HITLER'S WEHRMACHT SURRENDERED, outside the world-famous cathedral in shattered Cologne, when Germany's third largest city (peacetime population over 700,000) fell on March 6, 1945, after two days' attack by the 3rd Armoured Spearhead Division and the 104th (Timber Wolf) Infantry Division of Gen. Hodges' 1st U.S. Army. Though Cologne had been laid flat by over 40,000 tons of bombs, the main structure of the Cathedral (founded in 1248) was almost unscathed. See also illus. page 706, and story in page 729.

Photo, British Official

Secrets Behind the Names That Sail the Seas

There is far more in the christening of a ship than meets the landsman's eye. Why is it necessary to conceal the names of vessels when these are launched in wartime? How are the names selected, and what special significance have they? Why is a number sometimes substituted for a name? Little known facts in this connexion are revealed by ALEXANDER DILKE.

WE had to wait three months to be told officially that Vanguard was the name which Princess Elizabeth gave to Britain's newest battleship—the greatest yet built in the British Isles—when she launched it on Nov. 30, 1944 (see illus. page 519). The name was kept secret because it was considered it might enable the enemy to guess a good deal about her and any ships of the same class; nevertheless a German broadcast gave the name at the time of launching.

Names of the battleships of the King George V class were announced before the outbreak of war, as international agreements called for the nations exchanging details of all warships under construction or projected. But the names of completed ships in this class have never been announced until they have been some time in commission, with evidence that the enemy knew their identity.

It is the custom in the Royal Navy to christen warships in "classes," the names of all the ships in one class, similar in size, speed, armament, and so on, being consistent. Among our destroyers is the "Hunt" class, so named because each bears the name of a famous British pack, such as the Quorn, Pytchley, Garth and Southdown; one carried the idea further, the wardroom being labelled "The Kennels" and the captain's cabin "Master of the Hounds."

OBVIOUSLY, if the enemy knew the name of a new warship he might thus discover its "class" and judge its speed, armament and other details. Knowing that in the King George V class we had announced the names King George V, Prince of Wales, Duke of York, Anson and Howe and that two battleships in another class—Lion and Temeraire—had been begun, the enemy might have been able, from the name of the new battleship previously mentioned, to make deductions. Those deductions might have been wrong, of course!

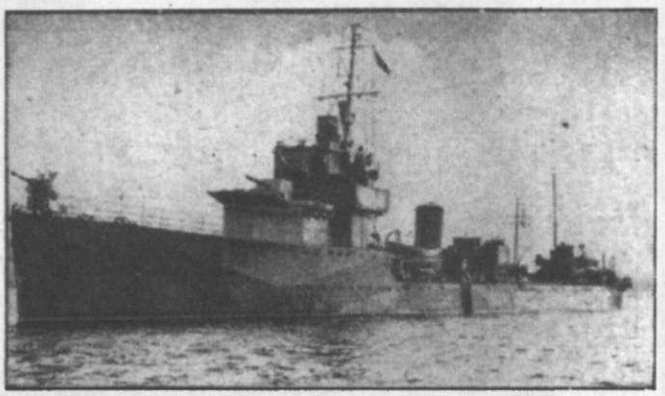
In the 1914-18 war the Germans puzzled long over a British destroyer named H.M.S. Zubian. They could not place the name in any of the known destroyer classes, and their encyclopedias did not help them to discover its meaning. Only after the Armistice was it revealed that the name Zubian was made in the same way as the destroyer to which it was given—by joining together Nubian and Zulu. Those sister ships were both damaged and a new destroyer built from the fore part of one and the aft part of the other!

There is a definite rule against using the names of living admirals; and, of course, a sense of proportion is maintained. "County" names have been kept to cruisers. Flower names are more suited to corvettes than to battle-cruisers. A numerous class of sloops bearing flower names, which did brilliant work in the last war, was sometimes known as the "Herbaceous Border."

The U.S. Navy is more consistent in christening its warships, since it has definite rules that certain names are used only for certain types. For instance, a vessel called after one of the States will be a battleship: Montana, Ohio, Maine, New Hampshire, and Louisiana were the names announced for the projected 58,000 ton class. The gigantic building programme of the U.S.A. gives rise to wonder as to what name would be used if there were more than 48 battleships! If you see a ship named after a large city in the U.S., then she is a cruiser. Although U.S. and British naval authorities might be consulted over names, one frequently finds two warships with the same name. Enterprise, Franklin, Birmingham, Rochester, Anthony, Duncan, are just a few examples of the duplications that are recorded.

U.S. DESTROYERS are not so easy for us to identify from their names, for they are christened after famous men associated with the United States Navy, including Secretaries of the Navy, Congressmen, sailors—ratings as well as officers—and inventors. American battles and famous old warships provide names for U.S. aircraft-carriers. The Lexington's name was "handed on" after that aircraft-carrier was sunk in the Battle of the Coral Sea, to a new carrier originally intended to be called Cabot. The name comes from the battle of 1775, but there are at least five towns of various sizes called Lexington in the U.S.A. The Lexington of the battle is in Massachusetts.

U.S. submaries get their names from fish and marine animals, fleet minesweepers from birds, oilers from American rivers. There is a group of names for every type of ship and some of them are very curious. Volcanoes and the ingredients of explosives provide names for ammunition ships, and names of Indian tribes as well as mythological characters are used. The Germans seem to prefer names of men famous (or infamous) in their history—Bismarck, Tirpitz, Spee, Zeppelin, and so on. When the cruiser Lützow was transferred to the Soviet Navy early in 1940, her name was given to the former Deutschland, a "pocket-battleship," apparently as a clumsy attempt to conceal the transaction.



H.M.S. WATCHMAN, 27-year-old British destroyer of the "W" and "V" class (see this page), was built on the Clyde during the last war. She has a displacement of 1,100 tons and in January 1945 completed a fine record of 200,000 miles steamed in this war alone. *Photo, British Official*

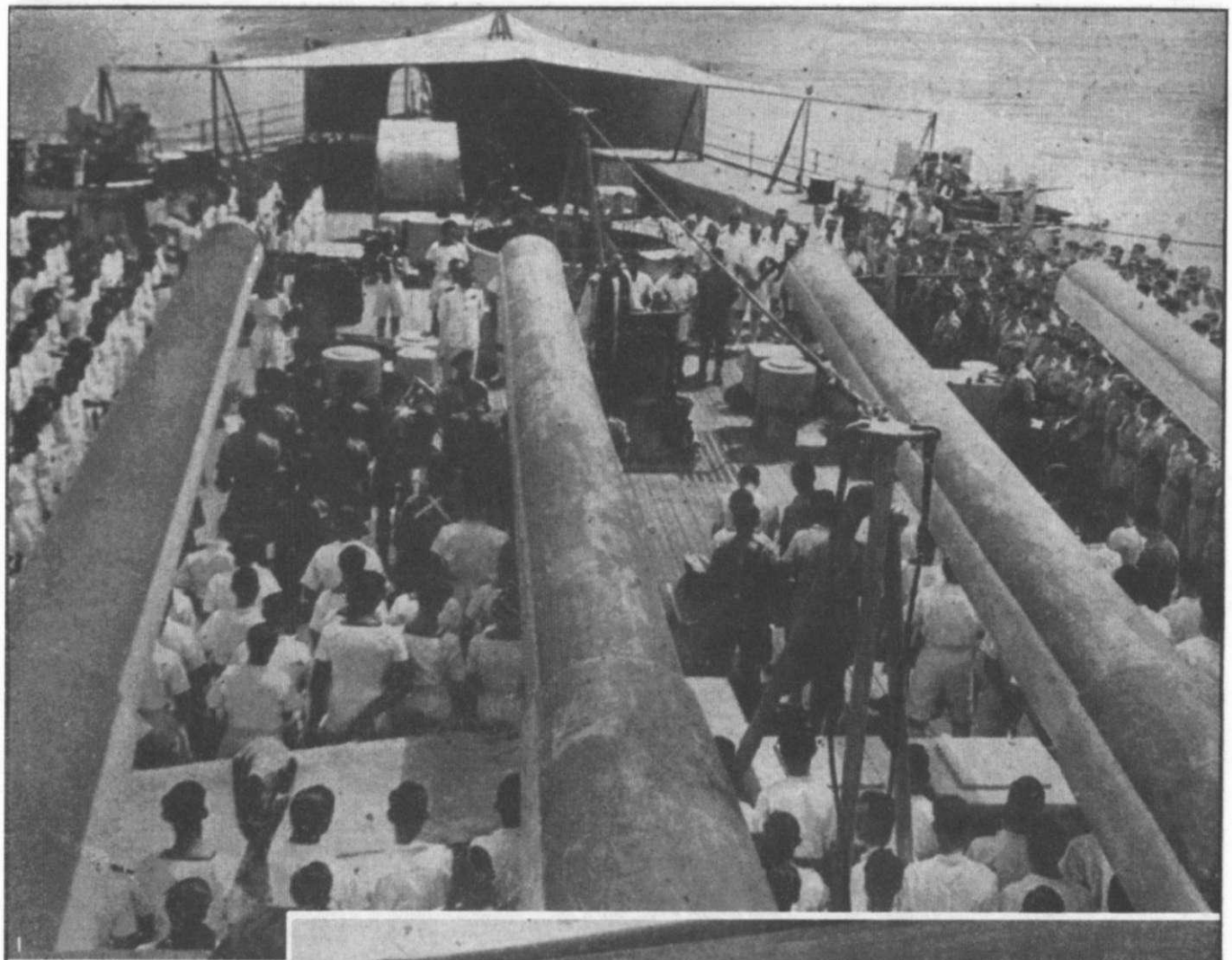
With British submarines the substitution of names for numbers first came into operation in the case of those built soon after the 1914-18 war; by 1939 only a few numbered ones were in existence, and the experiment of again giving numbers instead of names was not a popular one when it was tried, early in the war. Submarine officers and men found it difficult to entertain any feeling of pride, enthusiasm or affection for an impersonal number: which is another way of saying that a name, with its associations, has the morale-supporting effect which a number so completely lacks. It is a matter of esprit de corps; the name is a rallying-point, as it were, comparable to a ship's badge or a regimental Colour. The Germans, however, have always numbered their U-boats, but not consecutively as completed.

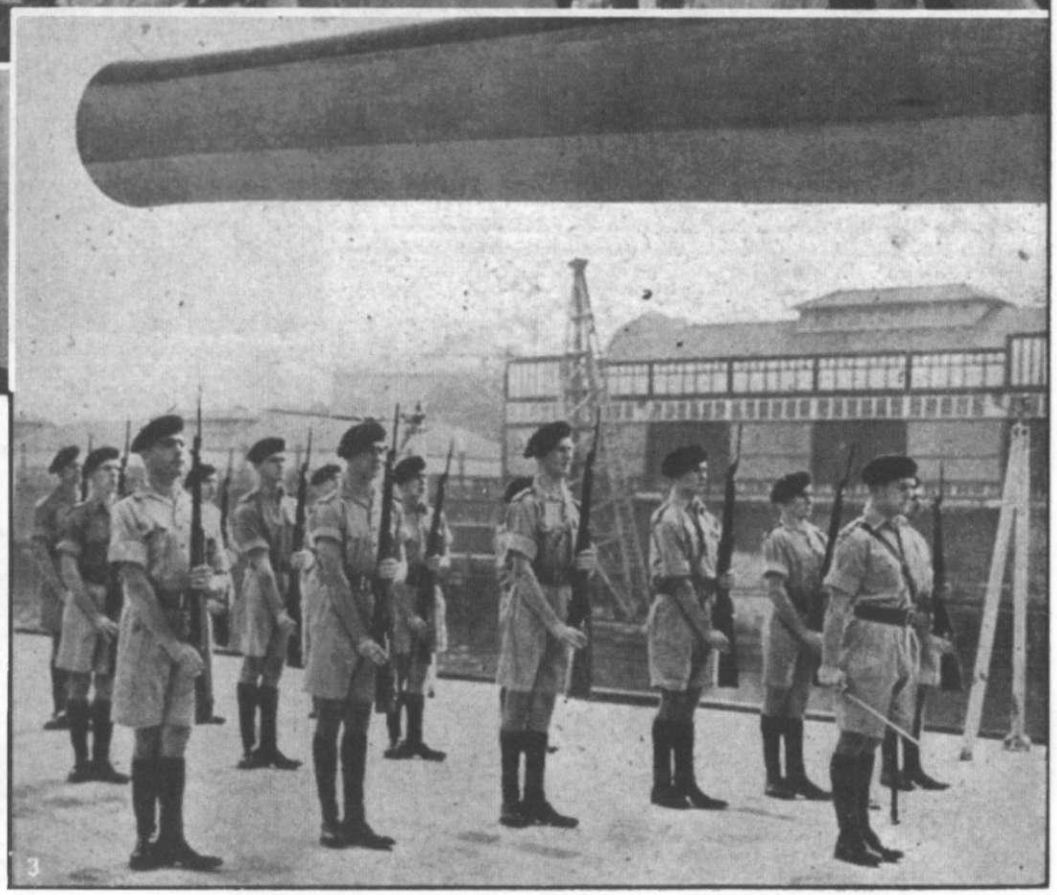
THOUSANDS of merchant ships have been launched in recent years, and it must on occasions have been difficult to decide on an appropriate name. At one stage of the war, place-names that came into prominence during the North African campaigns were given to merchant ships. Years hence, when that fighting has been forgotten by most people, it will no doubt be wondered how such curious names for ships were found.

Months ago, when it was feared that the enemy was gaining information from the names of ships stencilled on packages that were to form their cargo, it was decided that henceforth all such packages should carry instead an identity number, which gave no information to any enemy agent who might have watched them being transported by road or rail to the port of dispatch

H.M. SUBMARINE TALLY HO with her cheering crew on their return to base in Northern England after 12 months in Far Eastern waters. The Jolly Roger records the "kills" the submarine has made, including a Japanese cruiser, submarine, submarine-chaser, 1,000-ton escort vessel and 17 other ships, mostly carrying supplies to Burma. *Photo, Planet News*

The Howe at Sydney Ready to Smite the Japs



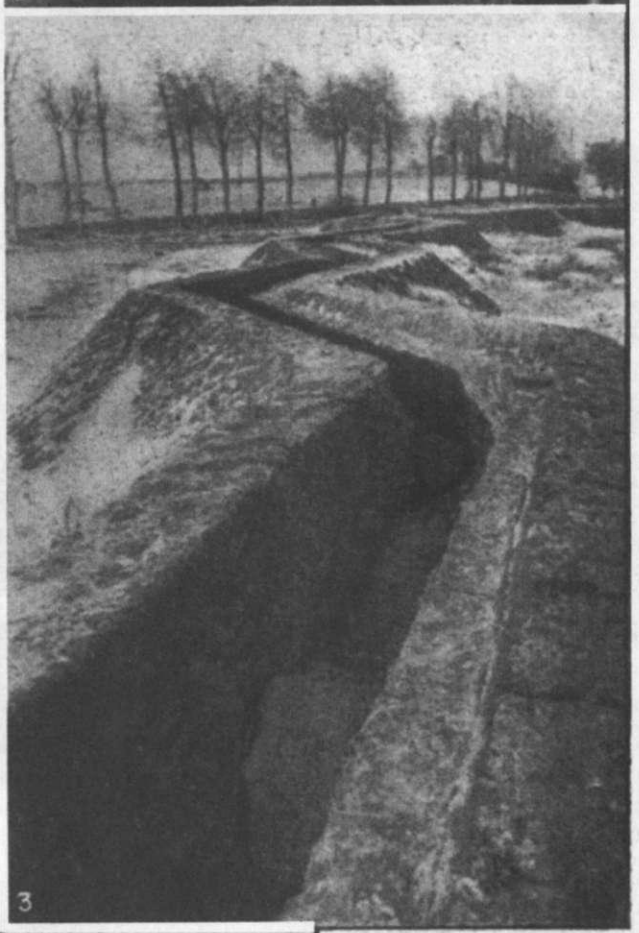


UNDER THE MUZZLES of the 14-in. guns of H.M.S. Howe, former flagship of Britain's new Pacific Fleet (see illus. page 560), her chaplain conducted a service (1) when she put in at Sydney, New South Wales, in mid-Dec. 1944. Admiral Sir Bruce Fraser, G.C.B., K.B.E. (2), C.-in-C. of the new fleet, whose flagship is now the battleship King George V, narrowly escaped death at Lingayen Gulf, Luzon, while on board a U.S. warship hit by a Japanese bomb that killed Lieut.-Gen. Herbert Lumsden. (See page 662).

Superb drill movements of the Howe's Royal Marines—presenting arms, in tropical battledress (3)—stirred Sydney onlookers during the short stay in port of the great battleship, which carries a complement of 1,500. On Mar. 5, Sir Bruce Fraser declared that roughly 50 per cent of his Fleet would consist of aircraft-carriers: they awaited their first action.

Photos, L.N.A., Paul Popper

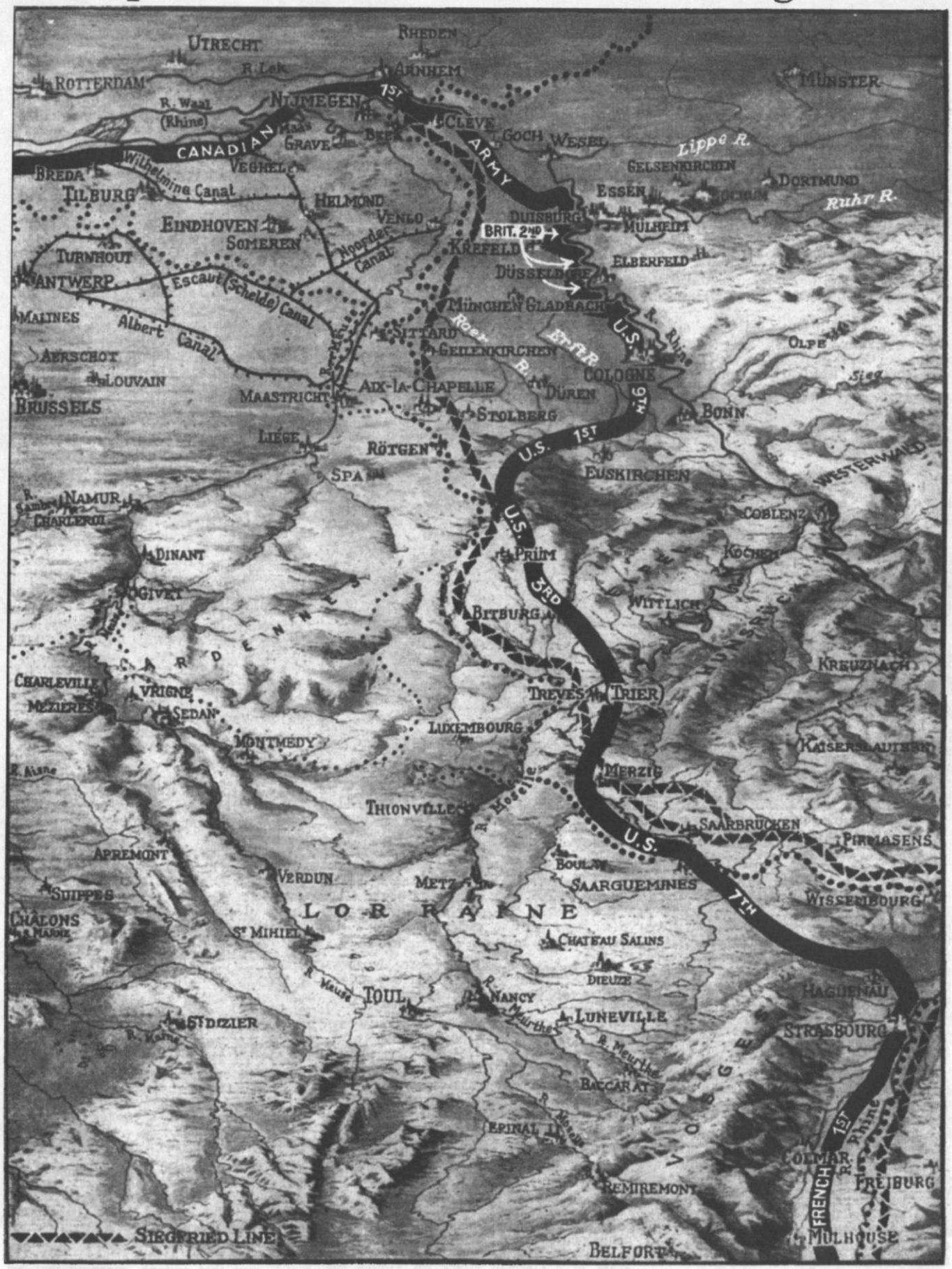
Red Guns and Cavalry Eat Deep into Germany



THROUGH SNOWY STREETS of Beuthen (1), large industrial centre north-west of Cracow, taken by troops of Marshal Koniev's 1st Ukrainian Front on Jan. 28, 1945, Soviet heavy guns rumbled whilst civilians went about as usual. In the Frankfort sector where Marshal Zhukov's 1st White Russian Front took Kuestrin on March 12, prisoners ranged from youths to grandfathers (2). When Marshal Rokossovsky's 2nd White Russian Front entered the area round Neidenburg, E. Prussia, they found defences utterly deserted (3). Glorious is the war record of the Red Cavalry: Lieut.-Gen. Oslikovsky and his staff greet their "Mounties" as they move across snow-clad plains of E. Prussia (4). Marshal Zhukov, in a thrust of over 60 miles, had reached the Baltic in the Kolberg area (see map), it was announced on March 5, 1945, when Marshal Rokossovsky had taken Koeslin and also reached the sea, cutting off Danzig and the German Northern Army Group.

Photos, Pictorial Press, Planet News. Map, courtesy of The Daily Telegraph

Line-up of Allies for 'One Good Strong Heave'



500-MILE WESTERN FRONT BEFORE COLOGNE FELL on March 6, 1945, and the Rhine crossing south of Bonn 24 hours later. North to south: 21st Army Group (Can. 1st, Brit. 2nd, U.S. 9th), Field-Marshal Montgomery; 12th Group (U.S. 1st and 3rd, plus 15th—under Lt.-Gen. L. S. Gerow—it was revealed on March 9), Gen. Omar Bradley; 6th Group (U.S. 7th, French 1st), Gen. Jacob Devers. Relative distances: Brussels-Cologne, 120 miles; Brussels-Belfort, 250 miles. "One good strong heave all together will end the war in Europe," said Mr. Churchill on March 4 in a speech, delivered on German soil, to officers and men of the 51st (Highland) Division.

'Turkey is Our Ally, Turkey is Our Friend'

Those words were uttered by Mr. Churchill on February 11, 1943, in acknowledging the services Turkey had rendered to us by standing firm in the darkest days of the war. Two years later, on February 23, 1945, Turkey declared war on the Axis. An appreciation of the Turks of yesterday and of today is expressed here by HENRY BAERLEIN

IT would have been of great service to the Allies if Turkey had entered the war in the autumn of 1943. The supply line to Russia would have been vastly shortened, not only because we would have enjoyed open passage into the Black Sea but on account of the direct rail connexion between Turkey and Egypt, which was capable of handling far more Allied traffic than the Trans-Iranian route. An Anglo-American invasion of Bulgaria, the Aegean Isles and the Greek mainland would have been facilitated by the use of Turkish sea and air bases, while the Germans would have been deprived of vital materials such as cotton, mohair, wool and chromium.

But if one is critical of the Turks for not throwing themselves heroically into the conflict in 1943, let us not forget the service they rendered us in the spring of 1941 when Syria was under the control of Vichy, when in Iraq Raschid Ali had revolted, when in Persia a Nazi organization was ready to assume power and when Rommel had driven the Allied army back to the borders of Egypt. Only the Turkish Army and people with their will to remain free, and the Anatolian mountains, stood between the main body of the Wehrmacht and India, Egypt and the complete isolation of the Soviet Union from the rest of the world.

TURKISH TROOPS LOAD LEND-LEASE BOMBS into a railway truck en route for an airfield. The Turkish Parliament, on February 23, 1945, unanimously decided to declare war on Germany and Japan, thereby entitling them to be represented at the United Nations Security Conference due to open at San Francisco on April 25. *Photo, New York Times Photos*

THEN the Turks stood firm—and with no illusions, for if Germany had attacked no one could have gone to their aid. Britain was at bay, Russia was obviously playing for another winter. And Turkey was very inadequately armed, owing to the undeveloped state of her heavy industries. A defensive war of movement in depth, taking advantage of the natural configuration of Anatolia, would alone have been possible.

In 1941 the Turks were steadfast: chiefly, of course, for the reason that it was for their own independence. Nations do not sacrifice themselves for the sake of other nations, and if we are a little apt to look askance upon those who fly to the rescue of those who are on the point of victory we must have sympathy for a people reluctant to fling away all that in a few strenuous years they had succeeded in building up after the scrapping of an evil past, the past which a hated regime had imposed upon them.

LET us, then, with understanding of Turkey's special position, consider what will now be her contribution to the cause of the Allies. It is said that her army is anxious to take the field. Of their military virtue there has never been a doubt ; she had nearly a million men under arms, the majority of whom are professional soldiers, trained in all branches of modern warfare. Turkey has leaders of military genius. In the war which only two decades ago raged over Anatolian soil, her President of today was Commander-in-Chief on the Western front and victor over the Greeks in 1922 at the decisive battle of Inonu, from which Ismet Pasha, as he was then, took his present name. Field Marshal Fevzi Chakmak, head of the Great General Staff, was Ataturk's military adviser and closest collaborator until the latter's death in 1938.

While the Turkish Air Force is as yet somewhat small in numbers it has made a satisfactory start, after Soviet experts came to inaugurate it about twenty years ago. It includes British and American bombers and fighters, as well as Heinkel bombers of the latest type. Such is the enthusiasm that it evokes among the Turks that several women have entered its ranks and qualified as pilots, including Sabiha Goece, formerly Ataturk's protégée, who is regarded as Turkey's best bomber pilot.

Turkey's Navy consists of one old battle cruiser, the reconditioned Goeben, and another large and two smaller cruisers of later design, nine or ten destroyers and torpedo-boats, and seven, possibly eight, submarines. The small State-owned merchant marine could hardly be transferred to active war service. In the very unlikely event of a German attack on Turkey the world would be hearing again of the famous Chataldja Lines, which stretch for forty miles from Kara Burnu on the Black Sea to the Sea of Marmora. When, in the spring of 1943, Field-Marshal Sir Henry Maitland Wilson inspected the Chataldja Lines, he praised them as the most formidable fortifications in Europe. (It is a fact that nearly all the heavy batteries were not mounted into position until a year after the beginning of this war.)

The use of Turkish sea and air bases will render very unpleasant the sojourn of those Germans who still remain in the Dodecanese and other islands of the eastern Mediterranean. When we landed in the Azores in October 1943 it was necessary to construct aerodromes ; whereas in European Turkey and in Anatolia there are aerodromes fully prepared for all military purposes. Hitherto Izmir (Smyrna), the main harbour of Anatolia, has been threatened by the German occupation of the Dodecanese, which since 1912 were under Italian rule and a constant danger to Turkish security. After the liberation of this island group, Smyrna's obvious strategical value as an invisible bridge between Asia, Africa and Europe will be possible of exploitation.

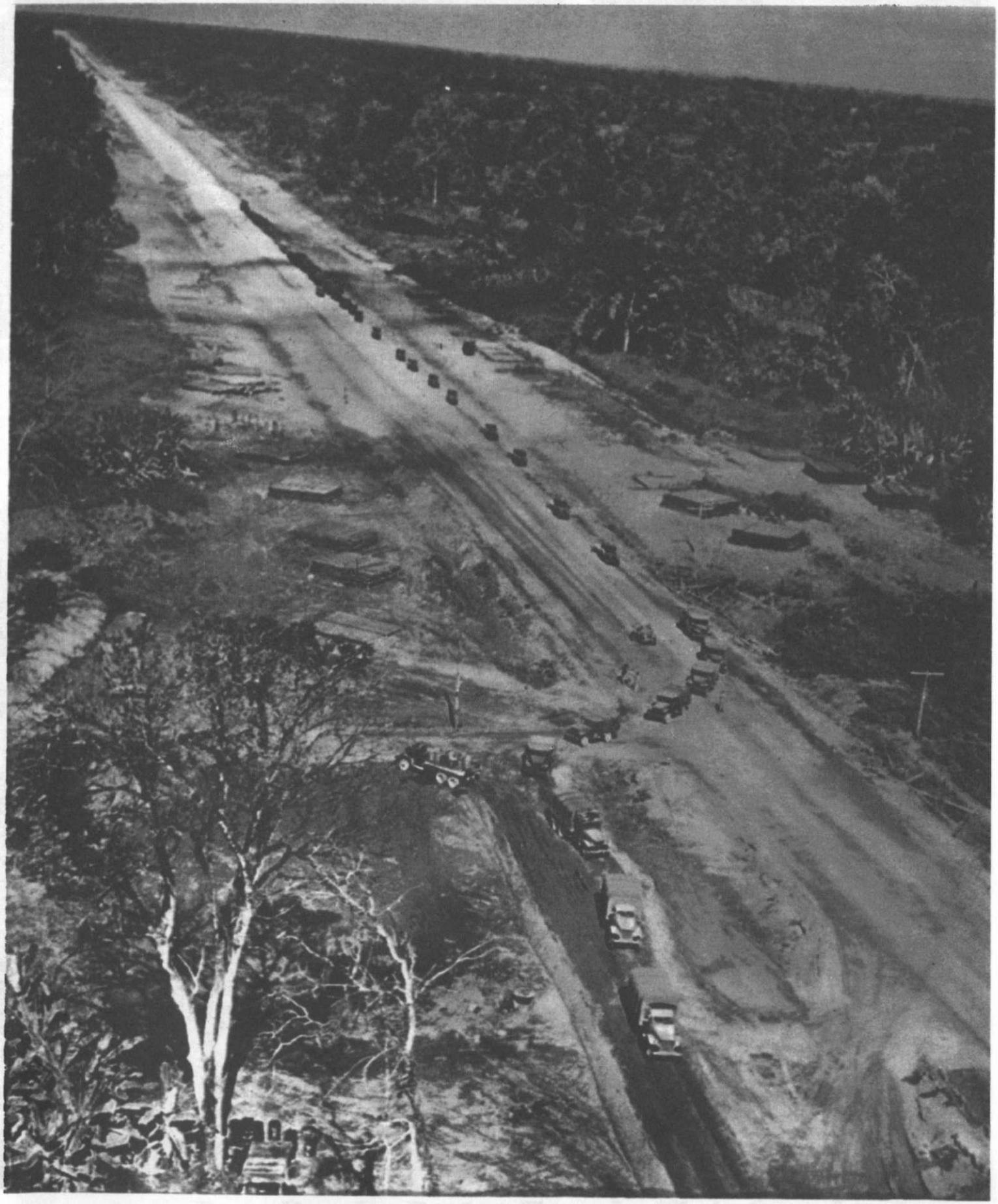
Peasantry the Country's Backbone

Turkey's strength lies largely in her healthy farming community. Although industries have been established on a considerable scale, the men working in the cotton mills and aeroplane factories of Kayseri (the Roman Caesarea) do not normally stay to become skilled workmen, but return for good to their villages when they have earned enough, say in two years, to set up as farmers. This peasant stock is indeed the backbone of the country, as it is of the army.

Alone and with no help from without, this nation of 16 millions has achieved what others have failed to do. They sought out the old and imperishable treasures of their culture and history, discarding all false romanticism, taking advantage of the latest discoveries of the whole world, though this never degenerated into servile imitation. They had determined to be and to remain Turkish. Thus, in place of the former Agricultural Bank, the only Turkish bank existing in Ottoman times, they established the Sumer Bank and the Eti Bank, whose names evoke the most ancient Turkish States which are known to history, the Sumerian and the Hittite.

AMONG the traits which this vigorous young nation has in common with ours is the love of sport. The Turkey of today is a young nation, but her devotion to sport goes back to other days. A tablet with a Hittite inscription, discovered not long ago at Boghaz-Keuy, shows that before the Greeks or the Persians appeared in Asia Minor sport had reached a high stage of development. Foot races took place regularly among the priests, and wrestling, without which no fête or wedding in Anatolia today is complete, was centuries ago the occasion of great public festivals.

In the margin of a book in the library of St. Sophia is an annotation on wrestling, made by the celebrated champion Mehmed Pehlivan, who died in 1651. His epitaph shows that the Turks share with us an occasional extravagance in the admiration of the heroes of sport. " M.P. Kak ber Kaf " says that epitaph, meaning that his reputation stretched from the one to the other of the mountains which in Asiatic mythology were the limits of the world.



Photo, New York Times Photos

First Convoy to Break Land Blockade of China

Of tremendous significance to the United Nations was the brief ceremony on Feb. 1, 1945, marking the opening of the Ledo-Burma (Stilwell) Road and the welcoming at Kunming of the first overland convoy with war supplies: the three-years' land blockade by Japan was ended. Part of the 100-vehicle convoy is here seen on its way to China. For over 1,000 miles this road runs from Ledo in Assam, through Burma and on to Kunming, capital of the Chinese province of Yunnan.

In Siegfried Defences Approaching the Rhine

Near the northern end of the great Rhine battlefront the Canadian 1st Army (75 per cent British troops) foot-slogged along the road to the German town of Goch (1) south-east of the Reichswald Forest. Scottish infantry broke into this Siegfried bastion on Feb. 19, 1945, and together with Welsh troops within two days accounted for the last Hun sniper. Then on again to further conquests, with a dense smoke-screen, belching oilily from close-massed generators (2), to cover the advance.

Photos, British official, Planet News, Keystone

Rounding-Up Beaten Huns In Their Own Land

Ready for the prisoners' pen, unperturbed and even smiling because for them the war is over, captured Germans sat at their ease under the guard's watchful eye (3) after heavy fighting near Keppeln, south of Calcar, which fell to the Canadians on Feb. 26, 1945. Before the Keppeln attack, troops waited for zero hour in the lee of a blasted building (4). Members of an amphibious assault fleet marooned by heavy floods (5) in the dykelands on the banks of the Rhine east of Nijmegen.

SERGEANT HAMPSHIRE, MIDDLESEX HOME GUARD

CORPORAL SMITH, ARGYLL HOME GUARD

PORTRAYED BY ERIC KENNINGTON, an original L.D.V. and several of whose pictures belong to the Nation, these grand types of Britain's Home Guard are representative of a number painted during the artist's travels all over the country, to form a souvenir of hard times and good times experienced by that unpaid army of nearly 2,000,000 which "stood down" in the autumn of 1944.

COMPANY SERGEANT-MAJOR WATERS, LANCASHIRE HOME GUARD

CORPORAL ROBERTSON, CITY OF EDINBURGH HOME GUARD

VIEWS & REVIEWS

Of Vital War Books

by Hamilton Fyfe

As I have been looking through Eric Kennington's brilliant series of drawings in colour in Britain's Home Guard, by John Brophy (Harrap, 6/-), portraits from life of typical members of the force in all parts of the country, my memory has naturally enough gone back to the early days, the days when I joined and served in it as orderly-room clerk—those warm, cloudless, delicious summer days of 1940. Can it be—I ask myself as I turn these pages—that the scratch lot we were then, without any soldierly qualities except that of determination to stand up and be killed after we'd had a shot or two at the enemy—can it be that we developed into such men as Kennington shows us—soldiers every ounce of them, hard-bitten, wearing their uniforms with a professional air, men whom you feel instinctively form part of the Army proper ?

Yet that is what happened, and happened very quickly, marvellously so when you remember that they were only spare-time soldiers and had to acquire their training after their day's work was done and at week-ends. I saw something of the transformation. It did not begin until we were "issued with" uniforms. (I hate the expression, but it has become so general that I have to use it instead of saying grammatically "until uniforms were issued to us.") Even then, in our denim battledress, we looked more like sacks of sugar or cement until the stiffness of the stuff relaxed a bit ; and even then we had to share our small stock of rifles.

Those Molotov Cocktail Drills

John Brophy, who has written the "character study" of the Home Guard which accompanies Kennington's drawings, and is well worthy so to do, knows how bitterly that was resented. He says it is "traditional, a survival from the past, and particularly from 1914 to 1918, that every British soldier is apt to feel that he is not a soldier at all unless he is given a rifle which is his and his alone . . . So it was a shock to many a man in the Home Guard when he discovered that until some unspecified date in the future he was to share his rifle with others."

This tradition of which Brophy speaks goes back a very long way. In Soldiers Three, Kipling showed Private Stanley Ortheris treating his rifle like a favourite child. And a large proportion of the first to enlist in the Local Defence Volunteers, as they were called to begin with, were men who had been in the Army. They had been longing for a chance to contribute to the war effort :

> At long last they were required to act and were given a job they could get their teeth into . . . Most of them calculated that their personal task would be sacrificial ; the utmost they could hope for was to fire a few shots from behind a hedge or a wall—perhaps, if they were lucky, to throw some petrol-bottle grenades and see a German tank or lorry catch fire—before they were blasted out of this life.

How well I remember those Molotov cocktail drills ! Before we had our horrible denim battle-dresses, before we had one rifle among five of us, we learned how to throw these missiles at approaching tanks, waiting until they were level with us, as we crouched by the roadside, and then smashing the bottles just in the right place ! Looking back, it seems funny, but we were dead serious about it. Few of us, Brophy says, "believed it possible that the Germans would not invade. Every night, whether it was their turn to patrol and watch the skies or to sleep at home, they had to face the question, 'Will the Nazis come before morning?' Such awareness is not to be lightly borne in the hours of solitude by men who have outgrown the irresponsibilities of youth."

This uneasy apprehension never overcame me. I was one of the minority who did not believe it possible that there should be an invasion so long as the British Navy remained unbeaten. Long, long before, in my boyhood, I think, I had been told the story of Von Moltke, the famous Prussian general of the war of 1870-71, being asked whether it was true that in the War Office at Berlin there were plans for invading Britain. He answered without a glint of a smile, "There are a number of such plans. They fill many pigeon-holes. But no one has ever produced a plan for getting the invasion forces out of Britain again !"

In Praise of the Home Guard

(See portraits in facing page)

I knew in 1940 that this was still true. German forces might land—from the air if not from the sea ; but their communications would be cut instantly. They would be marooned in a hostile land. They might do some damage. They might cause panic here and there for a short while. But a full-scale invasion such as Brophy seems to have considered feasible I never for an instant believed in—so long as the Royal Navy held the seas.

Brophy suggests that the German General Staff were deceived by our appeal for volunteers from fifteen to sixty-five and for shot-guns to be used by them. "The German generals must have suspected a colossal bluff, a trap baited with too much cheese ; otherwise the invasion of Britain would surely have been undertaken forthwith, by slamming the troops into any and every sort of air- and sea-craft available." But we were not bluffing, we were just letting ourselves indulge in bureaucratic silliness.

Mr. JOHN BROPHY, novelist and broadcaster and member of the old L.D.V., whose book, in collaboration with artist Eric Kennington, is the subject of the present review. See also facing page.

Nor were the Germans humbugged by the error which substituted "fifteen" for "eighteen" as the minimum age of enlistment, or by the belief that we really meant to pot at them with sporting firearms as if they were rabbits. They were as well aware as was Von Moltke in the seventies of last century that, although they might succeed in establishing some sort of a force in Britain, they would never get it out of the country again—unless they could first defeat and dispose of the British Navy.

Answer to Friends' Forebodings

The value of the Home Guard was that it prevented nuisance raids by parachute troops, which might have done a great deal of damage. It formed the second line of defence behind a very thin front line. It gave us more confidence, it strengthened our resolve never to give in—and don't forget that in 1940 all the world, not only the French but the Americans, not only the friends of Hitler but our friends everywhere, believed that we should have to give in. The Home Guard was the answer we gave to those gloomy forebodings.

> By its continued existence and increased strength it enabled Britain not only to outlive the threat of German invasion, but to send great forces abroad, to Africa, Burma, the Middle East, Italy, France, and ultimately into Germany. It was an army which was never called upon to fight, yet helped to win one of the decisive battles of world history by being always ready to fight.

It does one good to look at the faces Kennington has drawn and to see what splendid types could be picked out almost haphazard from the ranks of the Home Guard. In their faces, kindly though resolute, intelligent as well as sternly self-disciplined, you can find the qualities that have made us what we are. There are townsmen and countrymen. Brophy says he noticed a good deal of difference between them. Town units had more ceremonial, more spit and polish, more bands playing, more of "the old-time rigidities of parade-ground drill." The officers established messes on "an intermittent dining-club - cum - smoking - concert basis." There was too much of the old Army atmosphere surrounding most of the Home Guard town units. Brophy preferred the country companies on that account.

In both he says there was far too much of what the French call *paperasserie* (in our Army there is a less decorous name for it). Far too much "instructional paper—printed, cyclostyled or typewritten—was produced and circulated. There seemed to be a paragraph and sub-paragraph to cover every tiniest event which could possibly happen, not only to every man but to every buckle and bootlace. In consequence, the administration of Home Guard units tended to follow the placid, careful, and elaborate course of Civil Service routine, and many a man felt encouraged to take shelter behind an appropriate regulation rather than think and act for himself."

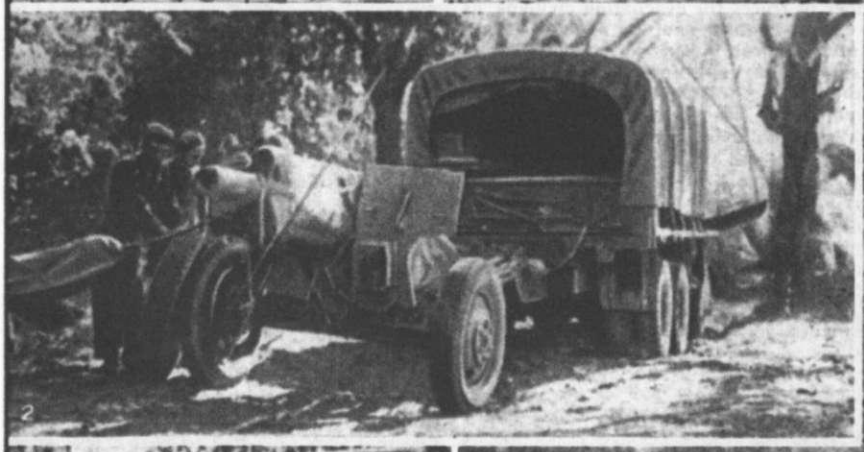
I saw this growing even before my age was detected and I was discharged (not "with ignominy," but without any particular politeness). It became a curse, as it has too long been the curse of all our Government Offices, and to some extent of our local administration also. It sapped some of the first fresh vitality out of the Home Guard, Brophy says. "But only some of it ; on the whole, the Home Guard suffered less from bureaucracy than either the full-time fighting services or Civil Defence." But the disease, he adds, is serious. He is terribly right.

In Burma Lord Louis Keeps Touch With His Men

ROYAL MARINES OF THE BRITISH EAST INDIES FLEET (top) headed in landing craft from cruisers for Searle Point in their successful attack on Cheduba Island, south-west of Ramree (cleared by the 26th Indian Division on February 18, 1945) off the Arakan coast, on January 26. Lord Louis Mountbatten, Supreme Allied Commander, South-East Asia (bottom), gives an informal talk to seasoned warriors in a forward area in Burma, on one of his frequent visits to the battle areas.

Photos, British Official

The Stilwell Road Artery to Hard-Pressed China



ENTERING MYITKYINA ON THE STILWELL ROAD (the 478-mile highway from Ledo in north-east Assam to Mongyu east of Bhamo on the Burma Road, opened on February 1, 1945, the first overland convoy since the Japanese invaded Burma, was cheered by Chinese troops (1). The road is named after the U.S. General Joseph W. Stilwell. Among precious cargo was the first gun to go through (2). A new signpost points the way (3). One of many Chinese women (4) who helped to build the highway. See also page 719.

Photos, L.N.A., News Chronicle, New York Times Photos

Behind Our Lines Hun Hordes Await Their Fate

By-passed on the grand scale months ago by the forward-pushing Allies on the Western Front, and now far in the rear, considerable pockets of resistance are hopelessly isolated from Hitler's main forces. The fantastic position of scores of thousands of Germans bottled-up in fortresses, with their backs to the Allied-controlled sea, is explained by J. V. GUERTER. See also p. 652.

STILL fighting hundreds of miles behind our front lines in France and Belgium are some 100,000 Germans who refused to surrender when we broke through last September. They are besieged in some six major pockets covering hundreds of square miles from Bordeaux to Dunkirk, but the idea that they are just lost units which at any moment may be starved into surrender has been shown to be false. The position is one of the most fantastic ever known in the history of war.

The Allied High Command has refused to be enticed into detaching major formations to carry out the assault of the pockets. It was undoubtedly the hope that it would do this and thus weaken the assault on Germany that led Hitler to order the pockets to "fight to the last man." On the other hand, the Germans in the pockets while strong in defence are well contained, and too weak to break out of them. There is no major fighting, but all along the perimeters of the pockets there is continuous patrolling and

CMDR. J. C. HIBBERD, D.S.C., R.C.N., of the Canadian destroyer Iroquois, greets Col. Gros, leader of the F.F.I. besieging the Nazi garrison in the La Rochelle area. Canadian warships are assisting British and Polish naval units on patrol in the Bay of Biscay.
Photo, Canadian Official

periodical shelling. On the seaward side—and all the pockets have their backs to the Atlantic wall—the Royal Navy takes good care that the E-boats, trawlers and possibly U-boats trapped in the ports are ineffective. Our planes have to avoid flying directly over the pockets as the Germans are well supplied with A.A. guns, but this is no particular handicap to their operations.

APART from Dunkirk, there are five major pockets, each of them round a port. The Morbihan sector includes the port of Lorient and the islands of Groix and Belle Ile, as well as the Quiberon peninsula. There are estimated to be some 25,000 Germans in this sector. As in the other sectors, they are a mixed crowd of submarine crews and other naval personnel, A.A. gunners, pioneers and Luftwaffe ground crews.

Round the Loire estuary is the sector the French call the Loire-Inférieure pocket. This is the largest pocket, containing perhaps 35,000 Germans. It varies in depth up to 15 miles and has a total length of over 50 miles on both sides of the Loire estuary. The territory includes two islands and has the advantage of being protected in the north by marshes.

Farther south is the La Rochelle sector. The sea approach is protected by two small islands which have been fortified. The town itself in the centre has been fortified, and there is an airfield. The Gironde estuary is closed by the Royan and Pointe de Grave sectors. This makes Le Verdon and Bordeaux useless.

Nazis Prepared for the Worst

In spite of boasts about the impregnability of the Atlantic Wall, it is evident that plans had been prepared by Rundstedt for the defence of these pockets if disaster overtook the armies. The general plan of the defences is the same in each sector. In the centre is a highly fortified redoubt, making use of the concrete pens built for E-boats and U-boats, and the general fortifications of the Atlantic Wall. There are also aerodromes at St. Nazaire, La Rochelle and Lorient. Other aerodromes can be brought under shell-fire by the besieging troops.

ROUND this inner fortress is a "zone of occupation," varying in depth. It serves the purpose of keeping the inner fortress out of range of all but the heaviest artillery, and also of producing a certain amount of fresh food to supplement the rations the Germans stored. At the end of last year (1944) it was estimated that there were up to 175,000 French civilians trapped in these "zones of occupation." Since then there have been a number of truces for evacuating civilians, as they were suffering badly; 13,000 were got out of St. Nazaire pocket on a single day in January (see illus. page 618). Nevertheless, there still remain many thousands under the German heel. Evacuations of these continue from time to time.

In this zone the Germans have mounted artillery. Some of it is very heavy, and naval guns have thrown shells into French towns 15 miles away. But generally the Germans conserve their ammunition unless there is movement in the no man's land which is separated from the zone of occupation by trenches and similar earthworks forming the perimeter. They are nervous of movement here, and immediately open up.

ON the other side of no man's land the besiegers, largely F.F.I., keep watch. They have not the necessary tanks, heavy guns and other assault weapons necessary to wipe out the pockets. They have to be content with ensuring that the Germans do not make sorties, which they have attempted on a number of occasions, chiefly with the object of looting neighbouring villages for food, and so on. These F.F.I. have suffered considerably during the winter, for they have had to fight with a minimum of weapons, and on occasions there has been a shortage of rations. Earlier, an appeal was made to the French public for clothing for the soldiers.

The French are becomingly increasingly bitter about these pockets, especially since they have seen the insolence of the Germans during the truces—one officer was cool enough to ask for new gramophone records to be obtained for him as his were nearly worn out; and another wanted to have a telephone line kept open permanently to the nearest French town! The French would like to see the pockets assaulted and wiped out, but they realize this would be a diversion that would lengthen the war; and so they accept the position. Recently a newspaper urged

FROM LORIENT IN BRITTANY to near Bordeaux, on an almost unbroken 200-miles stretch of France's western seaboard, Hun pockets of resistance hold out, providing one of the strangest situations of the war, as described in this page.

the French workers to make for the F.F.I. the weapons it needed to attack the pockets.

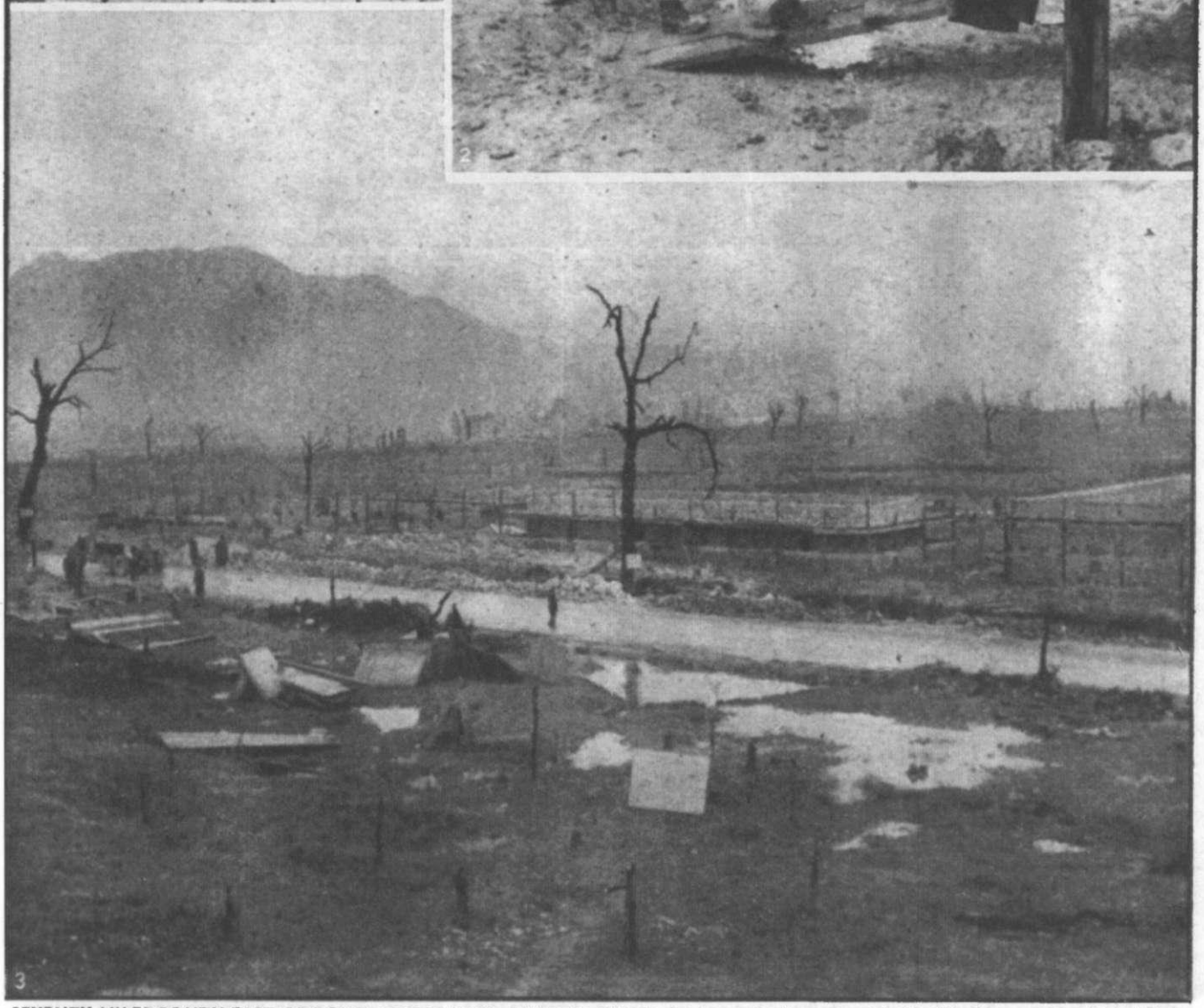
Last October there were signs that the Germans were getting ready to surrender. Then a number of S.S. men were dropped by parachute on the pockets. They dealt with the "weaklings" and greatly improved morale. Hitler has "pampered" these pockets, arranging parachute mail services and so on. Supplies are periodically dropped on the aerodromes by planes which "run the gauntlet," probably coming in from the sea. If any attempt to make a landing, it must be a dangerous business.

Return as Heroes—Perhaps!

The Germans are not uncomfortable, and apparently are well supplied with food. They are reported to distil their own spirits, even. Boredom must be the chief danger to their morale, but apparently the line taken in propaganda now is that if they hold out they will be the last German troops to surrender and will go home heroes! The line that they only had to wait a few weeks for Rundstedt's tanks to break through and relieve them is now, of course, worked out. In the case of the Dunkirk pocket, there was a carefully arranged plan for breaking out to meet the onrushing German troops. Unfortunately for the Germans the Ardennes salient never became a break-through, and the spearheads never approached the positions where they should have "met" the sortie from Dunkirk.

As far as it was intended to reduce the Allied potential against Germany, the pocket plan has failed. We do not need the German-held ports. No units of importance have been diverted to assault them. For all the effect they are having on the war, the estimated 100,000 Germans in the "Atlantic pockets" might just as well be behind barbed wire in prisoner of war camps. And there—in spite of visions of a "glorious" march back to Germany after the collapse—is probably where they will end the war. The French will be glad to continue to watch them for as long as may be necessary after the "armistice." It is likely to be long enough to deflate the Germans considerably.

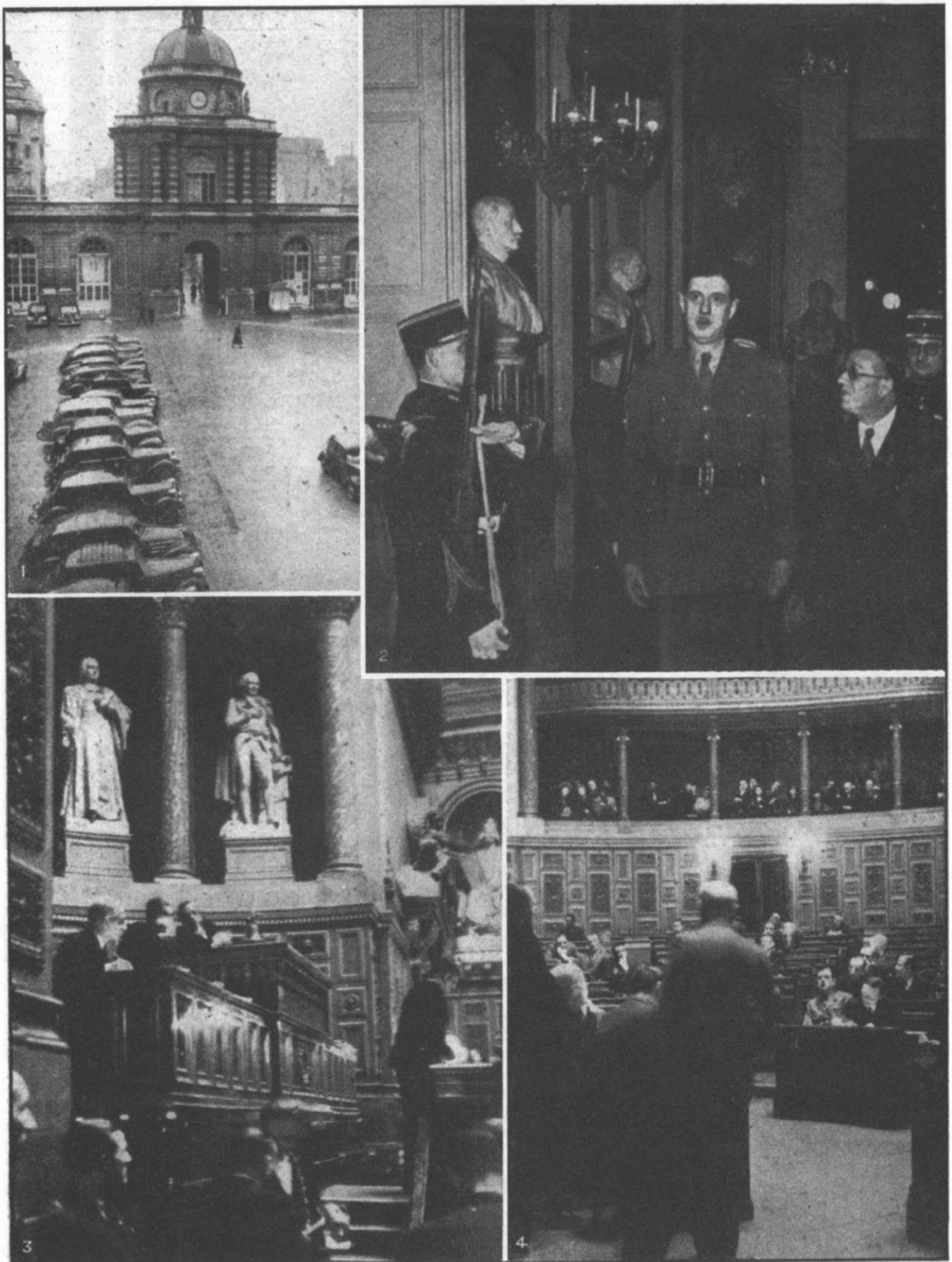
Cassino of Bitter Fame to Rise in Part Again



SEVENTY MILES SOUTH-EAST OF ROME, scene of terrific fighting in 1944, Cassino town, finally captured by the 5th Army on May 18, is being partly restored. Public Works officials discuss the plans (1). Against the background of the shattered Monastery atop the hill, Italian women, baskets on head (2), help to rebuild Cassino's lower part: new buildings will arise where are rubble and the stumps of blasted trees (3). The town's upper part will remain in its wrecked condition as a memorial. See pp. 653, 655, Vol. 7.

Photos, Planet News

De Gaulle Attends Opening of French Assembly



FRANCE'S PROVISIONAL PARLIAMENT—THE "ASSEMBLÉE CONSULTATIVE"—meets in the famous Palais du Luxembourg in Paris (1), until 1940 the home of the French Senate. The President, M. Felix Gouin, welcomed the head of the State, General de Gaulle (2), at the opening session on February 7, 1945, and later addressed the members from the rostrum (3). From the floor of the House the General, seated beside M. Pleven, Finance Minister (4) followed the Budget debate.

Photos, French Ministry of Information

I WAS THERE! Eye Witness Stories of the War

How We Surged Into the Outskirts of Cologne

Three divisions of the U.S. 1st Army, striking from north, west and south, on March 5, 1945, pierced the outer defence belt of Cologne, proud city of Prussia. "For me," writes Stanley Baron, News Chronicle war reporter whose story of the entry is given here, "there has never been a more exciting day in my six months in Germany!"

WE are in it! We are there, and what a great and glorious day! The first blocks of houses in this city we have talked of, dreamed of, and debated as a military proposition ever since we crossed the German border six months ago are ours. They fell to the tank men and attached infantry of Gen. Maurice Rose's 3rd Armoured Division.

I followed them in, 20 minutes after the Engineers, racing in a half-track ahead of us, had removed the last steel beam of the tank barrier at the railway bridge at Bickendorf, in the north-west corner of the city. As I begin to write this message the fighting has shifted ahead to within three miles of the cathedral. From three thousand yards or so away to the right comes the crash of mortar and artillery fire as the infantrymen of the 104th (Timber Wolf) Division begin thrusting in from the west at Junkersdorf.

There has been a great race between the two outfits, and the tank men have won by a short head. The first tank crunched past the city boundary sign at 7.10 a.m., two hours and 13 minutes before the infantry flashed back the news that they were there, too. There is a hole in the ground where the sign stood. Gen. Rose himself drove past it, dashing alongside the tank column as the spearhead fought its way to the first house-rows of the built-up city fringe.

A moment later the Engineers began digging it out, and now that yellow sign with the simple plain black name "Köln" is being carried in triumph as a divisional emblem. For me there has never been a more exciting day in my six months in Germany. It began with an attempt to get in with the infantry. An open space 800 yards wide, between Weiden and Junkersdorf, was swept with 88-mm. gunfire, and mortar shells from a row of houses and the Cologne Sports Palace opposite topped that.

Then began the race to get round to the north-west, through a series of burned and powdered villages, some of them still on fire and sending huge, billowing streamers of smoke across the plain to merge with the dove-grey puffs from our own artillery firing heavily into the city. Events and impressions flit so quickly in this battle that it is difficult to sort them out. I remember passing through an avenue of plane trees, painted orange right down the twig-tips by the brick-dust blasted out of a smouldering factory.

Then we came out to the riverside plain and saw the city full and clear for the first time. The two great towers of the cathedral dominated the skyline. There are rumours that the building is not seriously damaged. So round to the advance command post of the Third Armoured Division.

ONE glance at a 100-yard-long column of shambling prisoners marching northward through the village as we humped and bumped over the shell-hillocked road to the south-east was enough to show how well the battle was going. Some of them said the Hohenzollern bridge spanning the Rhine with road and rail tracks 1,395 ft. long was believed to be down in the water.

The report at the Command Post was terse. "Col. Leander Doan's task force got away at 4 a.m. They have advanced 5,000 yards and they are going like hell. Resistance is light. You might catch them up at Bockelmuend." At a corner we asked the question we have waited to speak so long: "Which way to Cologne?" "Straight ahead," the military policeman answered, "straight on."

R.A.F. DISPATCH-RIDER checks up on his map on the outskirts of Cologne. The sign-post in German indicates the boundary of the city, which fell on March 6, 1945.
Photo, British Official

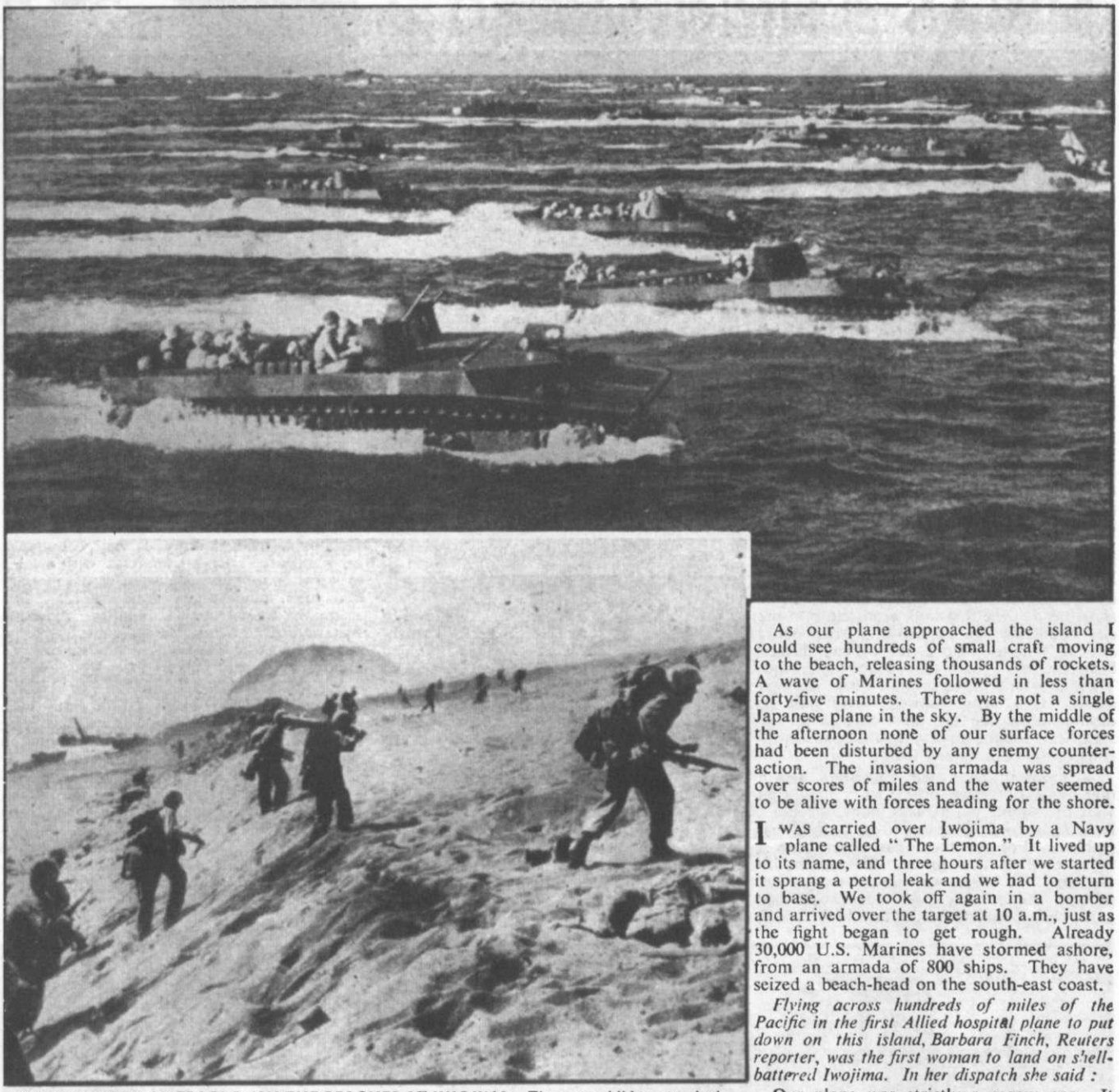
No houses now, but plenty of people—trudging out from the city still heading west. Groups of them hauling all their belongings on handcarts. Ones and twos with babies in arms and young children at their side. Old men and women dragging their feet under the weight of their bundles. Now the first roadside houses and now the hush, the strange, deadly hush between spasms of racking noise that falls on a dying city.

We looked for the bomb damage, but this outskirt has been lucky. The tram-track was beside us now. Broken-up cars lay along it. Others had been pushed down on the railway bridge.

We came up with the cars while the Engineers were still thrusting the last of them out of the way. I talked to Pte. (First Class) Edward Fleming, born at St. John's, Newfoundland. "They jammed the underside of the bridge with them and laid steel beams across between the windows, with cross-beams sticking up from a hole in the road. We cleared them out in 40 minutes," he said.

EIGHTY-FIVE PER CENT OF GERMANY'S THIRD LARGEST CITY, Cologne, was wrecked by Allied bombing and shell-fire: men of a U.S. patrol (above) found the going hard across the rubble in a main suburb. Lancaster and Halifax squadrons of the R.A.A.F. magnificently contributed to the heavy pounding of the city and its approaches in preparation for the final assault. After its fall some 150,000 civilians were found in hiding: they had gone underground during the bombardment. **See also illus. pages 706 and 713.**

Photo, British Official



MARINE-LADEN AMTRACS RUSH THE BEACHES AT IWOJIMA. These amphibious tracked vehicles of the U.S. Fifth Fleet spearheaded the landing operations (top) 675 miles south of Tokyo, on Feb. 19, 1945, as described in the story below. Men of the invading units, which totalled 30,000, moved up from the beach (bottom) against desperate Japanese resistance. See also pages 678-679.
Photos, New York Times Photos, Associated Press

Assault on Iwojima—Remote Pacific Stronghold

Fearful battles raged for this five-miles-by-two island of the Volcano Group, stiff with Japanese defenders. Writing on Feb. 19, 1945, B.U.P. correspondent William Tyree tells of the landing by U.S. Marines. And Reuters reporter Barbara Finch, flying in the first Allied hospital plane to put down on that now historic ground, records her experiences.

WHEN I flew over it today, Iwojima looked like a pork chop sizzling in a frying pan. The island was smoking from end to end. Battleships, cruisers, destroyers and bombers poured shells and bombs into the defences. From a height of 1,000 feet I could see the Marines advancing inland from the south-eastern beach. Some were far inland, nearing the airstrip which is one of the first objectives. It looked as if they had had a tough fight.

The Japanese are fighting desperately from underground defences. I listened-in as the Marines called for fire support from the fleet. Seconds later, bursts of orange flame sprang from the muzzles of the Navy guns and huge columns of smoke rose from the island. It was systematic destruction, and I could see many formidable pillboxes along the beach which had already been put out of action. The battleships New York, Texas, Nevada, Arkansas, Idaho, and Tennessee joined in the shelling.

The Marines stormed ashore after one of the heaviest naval bombardments of the Pacific war. Iwojima was known for this operation as "hot rock." Twice as our plane swung over the Mount Suribachi crater, at the southern end of the island, the Japanese opened up with anti-aircraft fire.

As our plane approached the island I could see hundreds of small craft moving to the beach, releasing thousands of rockets. A wave of Marines followed in less than forty-five minutes. There was not a single Japanese plane in the sky. By the middle of the afternoon none of our surface forces had been disturbed by any enemy counter-action. The invasion armada was spread over scores of miles and the water seemed to be alive with forces heading for the shore.

I was carried over Iwojima by a Navy plane called "The Lemon." It lived up to its name, and three hours after we started it sprang a petrol leak and we had to return to base. We took off again in a bomber and arrived over the target at 10 a.m., just as the fight began to get rough. Already 30,000 U.S. Marines have stormed ashore, from an armada of 800 ships. They have seized a beach-head on the south-east coast.

Flying across hundreds of miles of the Pacific in the first Allied hospital plane to put down on this island, Barbara Finch, Reuters reporter, was the first woman to land on shell-battered Iwojima. In her dispatch she said :

Our plane was strictly a mercy one. It contained doctors and medical supplies, 2,000 lb. of mail to "Leathernecks" who have been fighting the Pacific war's grimmest battle for the past eleven days, tents and shovels for the building of a temporary clearing hospital for the wounded, later to be evacuated by air. As the plane dipped to land, my first glimpse of Iwojima was idealistic—a pastel-coloured Japanese print dominated by the conventional volcano.

But then Japanese guns on high ground beyond Motoyama airfield No. 3 got our range. It was a hot reception, and we were literally shot on to the airstrip. After most of the cargo was dumped on the field, I crawled, tottering slightly under the weight of a helmet, a trench-knife, a canteen, and a web belt, from the plane.

"How in hell did you get there?" asked the first Marine I saw. He was disguised by a black stubble of beard, as are most of the other men who have been living on Iwojima since the island's D-Day. Wounded were put on a plane and soon we took off again, out over an armada of ships, up through the frosty air, until Iwojima—island of blood, courage, death—was just a memory.

The Lifeboat Came Down from the Skies

A twenty-three-ft.-six-in. lifeboat supported by five parachutes is dropped from an aircraft flying at 1,500 ft. to rescue ditched airmen adrift in a small rubber dinghy—one of the almost daily miracles wrought by the Air-Sea Rescue Service of Coastal Command. Patricia Ward, Evening Standard reporter, tells the story of a typical "drop."

FROM the pilot's cockpit of the aircraft, the R.A.F. rubber dinghy 1,500 ft. below looked at first sight like a black-backed gull bobbing up and down on the waves. The pilot circled, and came down to 700 ft. "Going to take a closer look," he told me over the inter-com. When next we flew over the dinghy I could see the expressions on the faces of its five occupants clearly as they stood up to wave their flying-helmets and cheer and cheer again.

I was sitting beside the pilot of a twin-engined Warwick beneath the long belly of which was slung a 23-ft.-six-in. lifeboat, which in a minute would be launched by parachute to the men below. In this case the dinghy was only five miles from the coast and the airmen drifting in it had not been "ditched" for long, but the pilot and crew of the Warwick, who belong to the Air-Sea Rescue Service of Coastal Command, have more often than not during the last six months launched lifeboats to rescue men who have been drifting for as long as four or five days, storm-tossed and helpless in their rubber dinghy many miles away from the coast of Britain.

We circled again, and this time as we approached the dinghy the pilot, Flying Officer W. Thomson, pressed a button in the instrument panel and released two smoke-floats to point the direction of the wind. The navigator, spread-eagled over the glass panel in the nose of the aircraft, picked up the switch-cord controlling the release of the life-boat, and as we circled to come in down the narrow lane between the smoke-floats his voice came over the inter-com., "Dead on them now, boss—steady, steady, right"—he pressed the release button—"Boat away!"

I felt the aircraft lift slightly as the boat went away; we banked steeply to watch it going down on its five parachutes, looking from that height like a pencil attached to a bunch of toy balloons. We saw it settle on the water a hundred yards from the dinghy; next time we flew over them the airmen were already in the lifeboat and hauling their rubber dinghy over the side.

I asked the pilot how they had managed to transfer themselves so quickly. "There are two rockets, carrying life-lines, in the bow of the lifeboat which fire automatically as soon as it hits the water: they catch hold of the lines to haul themselves alongside," he explained. "If this were a real 'show' we would keep on circling over them until we were relieved by another aircraft, or saw them picked up by a fast motor-launch, sent out by us or by the Navy."

Ten minutes later our Warwick landed at the East Coast air-sea rescue base, from which we had started on this demonstration flight, and with Flying Officer Thomson and his crew I went to the maintenance sheds on the airfield, where the spare lifeboats are kept, to get a closer view of the type we had launched, known as the Mark IA. Pilot Officer B. Plumbridge, of Dulwich, the navigator who had launched it, showed me the ingenious gadgets.

"As the boat leaves the aircraft an automatic fitting inflates two buoyancy chambers fore and aft. Here and here and here"—he pointed to a number of wooden chests fitted down the sides—"are stowed special exposure suits, medical supplies, ever-hot water bags, food, cigarettes, and water-purifying units. There's enough of everything to look after seven men.

"The boat is fitted with two outboard engines, and it carries a wireless; its range and cruising speed is 100 miles at 6 knots. It's a grand job, and a great improvement on the smaller type of boat we used to use. And, of course, it's the difference between life and death from exposure to the boys it goes down to."

MULTIPLE-PARACHUTE LIFEBOAT has been dropped by a Warwick aircraft of Coastal Command near to airmen adrift in a dinghy. An Air-Sea Rescue launch stands by. Story in this page. *Photo, P.N.A.*

OUR DIARY OF THE WAR

FEBRUARY 28, Wednesday *2,006th day*
Western Front.—U.S. 1st Army crossed River Erth at Modrath, 6½ miles from Cologne.
Air.—Allied heavy bombers attacked rail centres in Ruhr and Rhineland.
Russian Front.—Neu Stettin and Prechlau in Pomerania captured by Russians.
Balkans.—Allied troops landed on island of Piscopi, in Dodecanese.

MARCH 1, Thursday *2,007th day*
Western Front.—München-Gladbach captured by U.S. 9th Army. Advance units of 3rd Army entered Trier.
Air.—U.S. bombers heavily attacked rail centres in southern Germany. R.A.F. bombers attacked Mannheim and oil plant near Dortmund.
Philippines.—American infantry invaded island of Palawan, S.W. of Manila.
Far East.—U.S. carrier-aircraft bombed Ryukyu Islands. At night Okinodaito, island 450 miles S. of Japan, was bombarded by U.S. warships.

MARCH 2, Friday *2,008th day*
Western Front.—U.S. 9th Army troops reached Rhine at Neuss, captured Krefeld and occupied Venlo and Roermond on the Maas. Welsh troops cleared Weeze and Kervenheim.
Air.—R.A.F. twice bombed Cologne by day. U.S. bombers attacked oil plants at Magdeburg and Bohlen and railway yards at Chemnitz and Dresden.
Far East.—Singapore again bombed by Super-Fortresses from India.
Philippines.—U.S. troops seized Lubang Island, between Luzon and Mindoro.

MARCH 3, Saturday *2,009th day*
Western Front.—Units of U.S. 9th Army and Canadian 1st Army linked up between Maas and Rhine. The U.S. 3rd Army crossed River Kyll.
Air.—Big day attack by U.S. bombers on oil plants, arms factories and railway yards in central and eastern Germany. Night attacks by R.A.F. on Dortmund-Ems Canal and oil plant near Dortmund.
Burma.—Meiktila, S. of Mandalay, finally cleared of the enemy.
Japan.—Very large force of Super-Fortresses attacked Tokyo area.
Home Front.—German piloted aircraft attacked England, for first time since June, 1944.

MARCH 4, Sunday *2,010th day*
Western Front.—Armour of U.S. 1st Army reached Rhine, between Cologne and Düsseldorf.
Air.—Allied bombers attacked railway yards and ordnance depots in S.W. Germany and the Ruhr.
Russian Front.—Soviet troops reached Baltic at two places, Zhukov's near Kolberg and Rokossovsky's beyond Köslin.

MARCH 5, Monday *2,011th day*
Western Front.—U.S. 1st Army troops broke into suburbs of Cologne.
Air.—Marshalling yards at Chemnitz and oil plants at Harburg bombed by Fortresses and Liberators. R.A.F. attacked benzol plant at Gelsenkirchen by day and Chemnitz at night.
Russian Front.—Stargard, Naugard and Pölzin, in direction of Stettin, captured by Zhukov's troops.

MARCH 6, Tuesday *2,012th day*
Western Front.—Cologne captured by U.S. 1st Army. The 3rd Army made swift advance N.E. of Bitburg towards Rhine.
Air.—At night R.A.F. bombers attacked Wesel on the Rhine and also Sassnitz, on Baltic island of Rügen.
Russian Front.—Zhukov captured Belgard and Cammin, N.E. and N. of Stettin. Rokossovsky completed capture of encircled garrison of Grudziadz.

MARCH 7, Wednesday *2,013th day*
Western Front.—Troops of U.S. 1st Army crossed the Rhine at Remagen, S. of Bonn. 3rd Army reached Rhine N.W. of Coblenz.
Air.—Oil refineries and railway yards in Ruhr bombed by U.S. aircraft. At night R.A.F. made heavy attack on Dessau.
Russian Front.—Rokossovsky captured Gnied and Starogard on approaches to Danzig. Zhukov took Gollnow, Stepenitz and Massow, near Stettin.
Burma.—Chinese troops captured Lashio, terminus of Burma Road.

MARCH 8, Thursday *2,014th day*
Western Front.—British troops fought their way into Xanten.
Air.—U.S. bombers again attacked oil plants and railway yards in the Ruhr. At night R.A.F. bombed Kassel and U-boat yards at Hamburg.
Russian Front.—Soviet troops captured Bütow and Koscierzyna on approaches to Danzig.
Burma.—Tanks of 19th Indian Division entered Mandalay.

MARCH 9, Friday *2,015th day*
Western Front.—U.S. 1st and 3rd Armies linked up. The 3rd Army captured Mayen and Andernach. German commandos raided Granville on Normandy coast.
Air.—U.S. bombers made heavy attacks on Kassel and Frankfurt-on-Main.
Russian Front.—Soviet troops captured Stolp, on Danzig-Stettin road.
Japan.—Night attack on Tokyo by Super-Fortresses from Marianas.
Far East.—Japanese went over to offensive against French in Indo-China.

MARCH 10, Saturday *2,016th day*
Western Front.—Organized enemy resistance ended on Canadian Army front opposite Wesel. Allies on Rhine from Nijmegen to Coblenz.
Russian Front.—In Hungary, German counter-attacks made some progress near Lake Balaton.

MARCH 11, Sunday *2,017th day*
Air.—Over 1,000 R.A.F. bombers dropped 4,500 tons of bombs on Essen. Over 1,000 U.S. bombers attacked U-boat yards and oil refineries at Hamburg, Kiel and Bremen.
Philippines.—Announced that U.S. troops had landed on Mindanao.
Far East.—Singapore again bombed by Super-Fortresses from India.
Japan.—Super-Fortresses from the Marianas attacked city of Nagoya.

MARCH 12, Monday *2,018th day*
Western Front.—Remagen bridgehead now 10 miles wide and 4 deep. Hönningen cleared of the enemy.
Air.—Over 4,900 tons of bombs dropped on Dortmund by R.A.F. in heaviest attack of the war. U.S. bombers attacked Swinemunde in the Baltic.
Russian Front.—Küstrin, on E. bank of Oder opposite Berlin, fell to Zhukov's troops. Rokossovsky captured Tczew, Neustadt and Puck, reaching Danzig Bay N. of Gdynia.

MARCH 13, Tuesday *2,019th day*
Air.—R.A.F. bombers attacked Barmen and other communications centres in the Ruhr by day and night.
Russian Front.—Soviet troops closing in on Danzig captured Reimerswalde, Langenau, Bohlschau and Gnesdau.
Burma.—14th Army troops captured Maymyo, N.E. of Mandalay.
Japan.—Industrial city of Osaka bombed by Super-Fortresses.

★ Flash-backs ★

1941

March 4. *British naval raid on Lofoten Islands off Norway.*
March 11. *Lease-Lend Bill became law in the United States.*
March 13. *First of two successive night-bombing attacks on Glasgow and Clydebank.*

1942

February 28. *Combined Operations raid on Bruneval, Normandy.*
March 1. *Japanese landed at three points in Java, East Indies.*
March 8. *Large-scale Japanese landings in New Guinea.*

1943

March 3. *Rzhev, W. of Moscow, stormed by Red Army troops.*
March 4. *Battle of Bismarck Sea ended; Japanese convoy sunk.*

1944

February 29. *U.S. troops landed at Los Negros, Admiralty Islands.*
March 10. *Red Army in Ukraine broke through on 110-mile front.*

THE WAR IN THE AIR

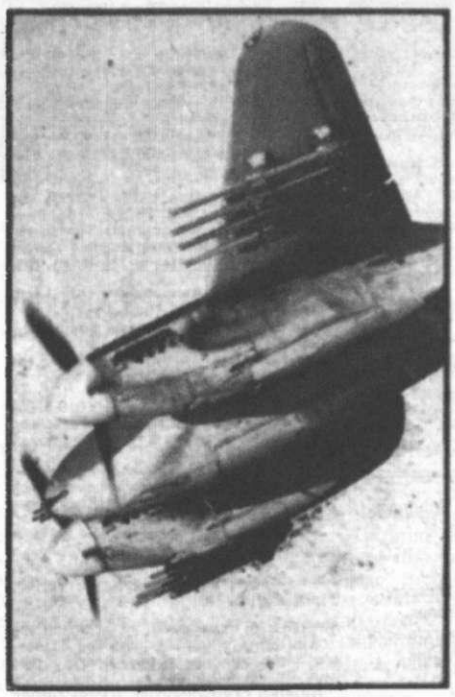
by Capt. Norman Macmillan, M.C., A.F.C.

In what the Germans call Mitteleuropa, the tactical and strategic pounding of targets has risen to new records in consort with the advance of the armies in the West to the left bank of the Rhine, the sweep of Rokossovsky's army in the Danzig region, and of Zhukov's army to the coast of Pomerania. These Russian moves were to be expected, because the wild country on the frontier of Pomerania and the Polish corridor, with steep hills and lakes and few roads, is bad for military operations ; thus we see that the Red Armies have by-passed this difficult country and struck northwards to the east and west of it after having cut it off to the south.

Large bodies of the enemy have been forced across the Rhine or pinned against its left bank, and in the east have been cut off and surrounded within areas of considerable size at Koenigsberg, Danzig, and in eastern Pomerania. The supply of their cut-off forces with war materials is an almost insurmountable problem for the enemy, faced as he is with superior air power that cuts his communications by land, sea and air.

In the East, the Red Air Force bombed Koenigsberg and Stettin in the night of March 5, in addition to their usual tactical air support for the armies in the field. In the same night R.A.F. Bomber Command, using Halifaxes and Lancasters, bombed Chemnitz, a key railway centre for German communications with their eastern front. Chemnitz had been bombed a few hours before by the U.S.A. 8th Air Force.

By March 7 the Red Army under Zhukov was on the eastern shore of the Stettinerhaff, the lagoon-like basin into which the Oder flows, and which forms the connexion between the port of Stettin and the Baltic. With this Russian advance the ports of Sassnitz and Stralsund assumed greater importance for the Germans' sea supply routes linking Germany with the beleaguered forces in Pomerania, the Polish corridor and East Prussia ; and in the night of March 6 Bomber Command Lancasters bombed Rügen, the island on which Sassnitz stands and to which the railway runs through Stralsund (see map in page 716). These air blows by British and American heavy bombers are evidence of the close liaison between the three principal Allied armies in their combined use of strategic bombing.



EIGHT ROCKET PROJECTILES with 60-lb. heads, four ·303 machine-guns in the nose and four 22-mm. cannon just below are the weapons with which R.A.F. Mosquito fighter-bombers of Coastal Command attack enemy shipping. *Photo, Charles E. Brown*

Tactical bombing is generally carried out by air forces working in close contact with the armies in the field, and the tactical air forces usually operate with their national armies. But at any time the heavies of Bomber Command and the U.S.A. 8th A.F. can be switched to provide an increased weight of bombing upon a tactical target. Coblenz and Wesel received special attention from Bomber Command ; at Wesel Mosquitoes flying in daylight with fighter escort attacked German troops, armour and transport. Tactical air forces attacked the Rhine bridges to prevent the exodus of the German army from the area west of the Rhine. In the northern sector of the fighting front only two bridges remained, both at Wesel, and both were damaged by air attacks made on March 5.

Concentrated Bomb-Damage a Clue to Future Design of Cities ?

Cologne, captured by General Hodges' American 1st Army, was found to be a city shattered from previous bombing. But the bombing was concentrated, and it was the industrial and railway centres of the city that had been blasted and burnt out. The outer residential areas were not severely damaged. Does this give a clue to the design of future cities, when today's ruins will have been rebuilt to house peoples who have known what air warfare means, and who will want to have whatever protection architects can provide against the risk of a recurrence of these frightful sufferings ? The ruins of Cologne really date from June 28, 1943, when Bomber Command's first modern-method attack of 1,700 tons was made. So much has been learned about air assaults on cities since —including those by robot weapons—as to suggest that the concentration of great multitudes into enormous urban areas must invite disaster should there be war again.

In the night of March 7, Berlin received its 16th consecutive air attack by Mosquitoes of the Light Night Striking Force of Bomber Command. The strength of these attacks has not been disclosed, but it is usual for the Mosquito force to operate in units of from 60 to 100 or more aircraft, and each aircraft is capable of carrying one 4,000-lb. bomb or a lesser weight composed of smaller H.E. or incendiary bombs.

One feature of the air war in the West worth notice is the regularity of operation of the U.S.A. 8th A.F. and Bomber Command bombers during the period in February and early March, when the Tactical Air Forces based on the Continent were frequently grounded by bad weather. Aircraft are usually grounded by inability to land safely, due to reduced visibility on the ground. Apparently the weather in the United Kingdom has been on the whole better, while the use of instruments for bombing has enabled the U.K. based aircraft to operate over Continental targets despite the conditions that have grounded the T.A.F. This is a case where concentration of all aircraft into the battle area—assuming that to have been possible—would not have given the best results.

Some facts were given by Sir Archibald Sinclair, Secretary of State for Air, when introducing the Air Estimates in the House of Commons on March 6, 1945. In 1942 Bomber Command lost 4·1 per cent of aircraft dispatched ; 3·7 per cent in 1943 ; 1·7 per cent in 1944, and 1·1 per cent in the first two months of 1945. From April 1 to Sept. 30, 1944, Bomber Command alone suffered more than 10,000 casualties in killed, missing and wounded. During the fifth year of the war, from Sept. 1943 to August 1944, Bomber Command dropped a greater weight of bombs on Germany than the total of the four previous years. In the week ending Feb. 12, 1945, 16,000 tons of bombs were dropped by Allied air forces ; 23,000 tons the next week ; 41,000 tons the next, and in the following week at least 32,000 tons.

ROCKETS TO ASSIST TAKE-OFF give carrier-borne planes greater speed and weight-carrying capacity ; mounted on each side of the fuselage, their action lasts four seconds. Capt. C. L. Keighley-Peach, D.S.O., R.N., is here seen entering a rocket-boosted Seafire fighter of the Fleet Air Arm. *Photo, Keystone*

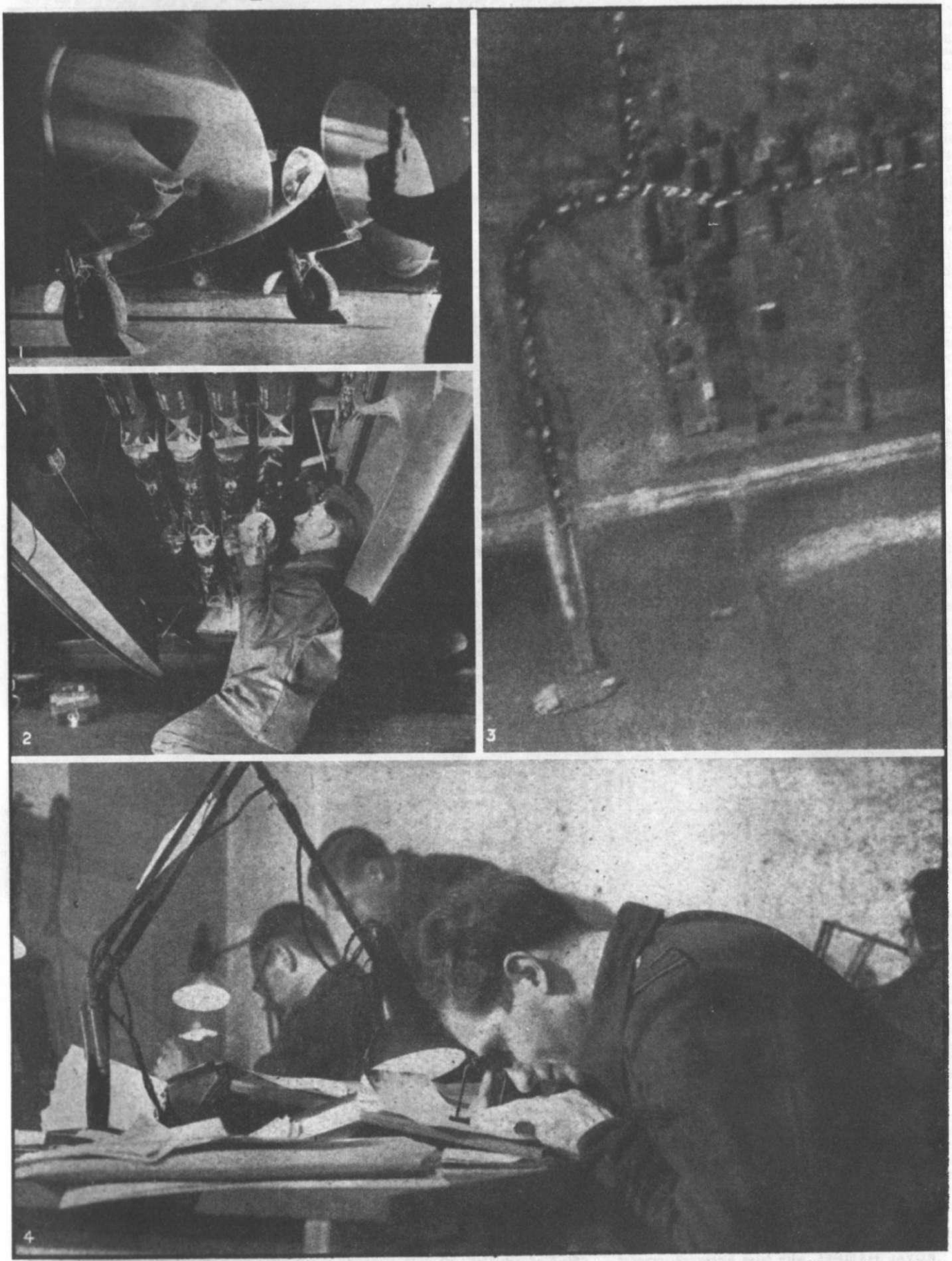
Luftwaffe Piloted Attacks Against Britain Resumed

At one time in the war against Japan three divisions were maintained solely by air transport. The greater part of the troops that took Meiktila, Burma, 75 miles south of Mandalay, on March 3 were carried there and all are being nourished there by aircraft of Transport Command.

It has been disclosed that a V2 rocket can be launched from any space of ground which is hard or artificially hardened measuring 23 ft. by 23 ft. On Saturday night, March 3, a force of about 70 German fighter bombers and Heinkel 188s raided Southern and Northern England. This was the first Luftwaffe piloted attack against Britain since June 13, 1944. Six and probably eight of the raiders were shot down. A smaller number of enemy aircraft made a second attack on the following night.

The name of the current jet-propelled R.A.F. fighter has been disclosed as the Meteor. No details have yet been given, except that it is faster than the flying bomb. This statement was made in the House of Commons. The speed of the flying bomb is about 360 m.p.h. The Mediterranean Allied Tactical Air Force in Italy kept the Brenner Pass railway line into Italy blocked during every day in February.

R.A.F. Mosquitoes Range the Rhine with Films



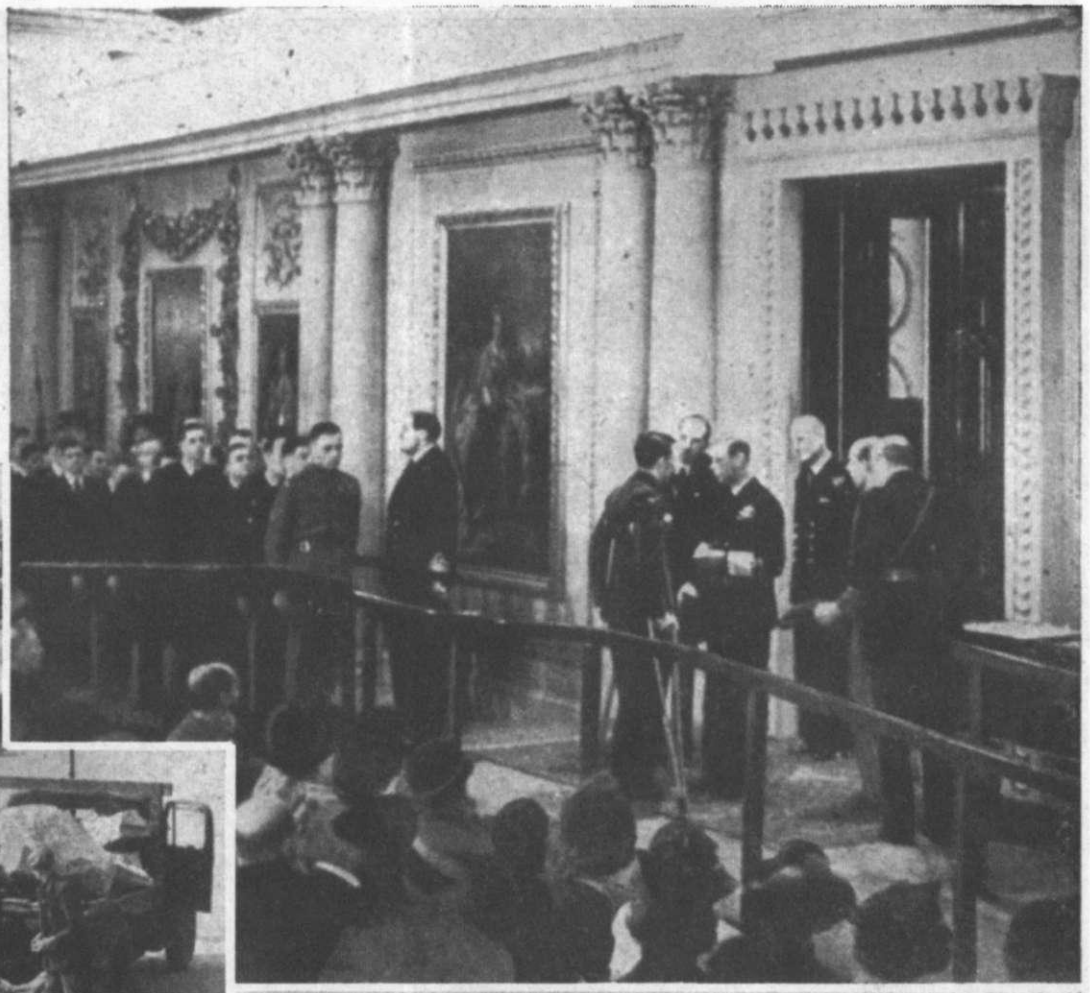
READY FOR A FLASHLIGHT RAID ON GERMANY, a Mosquito's engines are warmed up (1) for a night flight to photograph enemy troop movements. The armourer loads up flash-bombs (2) to illuminate the targets. A snap of the ferry at Hitdorf, near Cologne, showed many vehicles waiting to embark eastwards in retreat across the Rhine (3). As soon as possible after the high-speed films are developed, R.A.F. photographic interpreters examine the results of the reconnaissance (4). See also illus. page 797, Vol. 7.

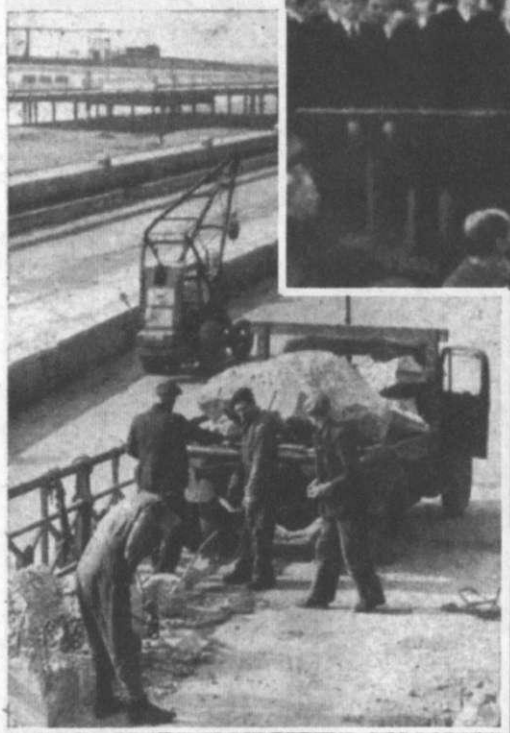
Photos, British Official

Our Roving Camera Goes to Buckingham Palace

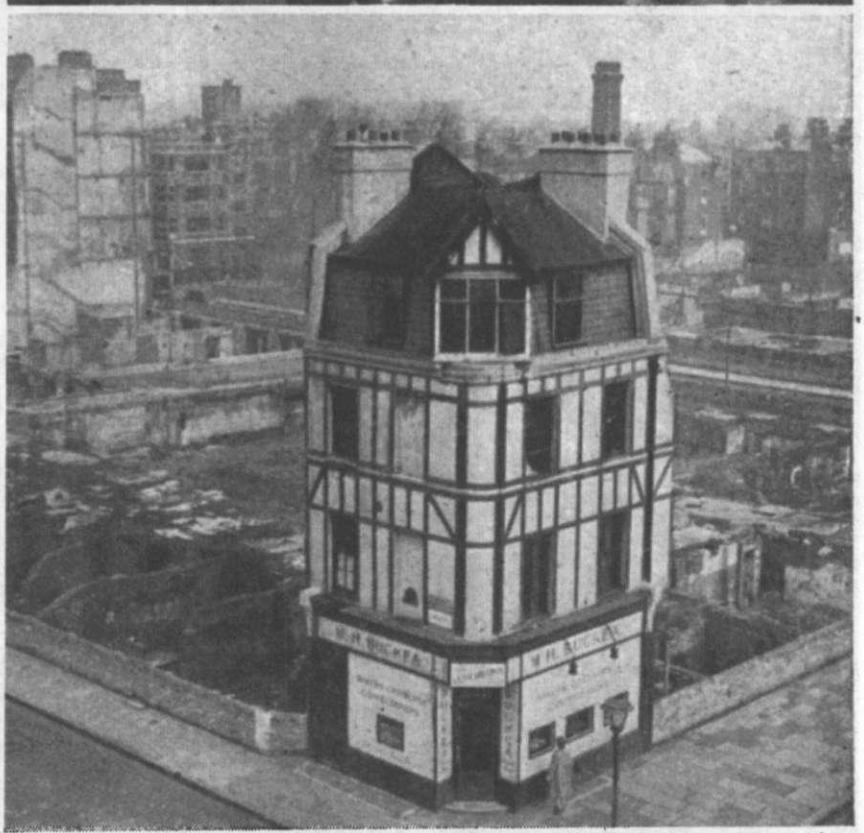
IN THE GRAND HALL at Buckingham Palace, where H.M. the King recently decorated members of the Services, the impressive ceremony was for the first time photographed for the Press. The King is seen (right) decorating Flight-Sergeant Edward Durrans, R.A.F Bomber Command, with the Conspicuous Gallantry Medal.

AT BRIGHTON, concrete anti-invasion defences (below) erected in 1940 are being removed from one of the beach ramps overlooking the Lower Promenade. It was officially announced on March 8, 1945, that the famous undercliff walk and foreshore from Black Rock to Saltdean would be opened to the public almost immediately, but other beaches would remain closed.





ROYAL MARINES, with faces blackened, prepare for jungle warfare in the English countryside where, at the Eastern Warfare School, they learn to negotiate Japanese-style ambushes and booby-traps and become proficient in hand-to-hand fighting.



BRICKS-AND-MORTAR SENTINEL, it stands alone on a blitzed site in London, at the corner of Boswell Street and Theobald's Road, W.C.2. A catering establishment, it miraculously survived widespread devastation by the Luftwaffe during the raids of May 1941. The building suffered only superficial damage and now is spick-and-span.

Photos, British Official, Topical Press, Fox

Editor's Postscript

THE doubts and criticisms in certain quarters, following so soon after the universal enthusiasm with which the first news of the Crimea Conference was acclaimed, reminded me once again of Marshal Foch's dictum to the effect that no news is ever as good, or as bad, as it first appears. I have often found this a fairly useful corrective to premature optimism or undue pessimism, on my own part or that of others, and I remember Mr. Duff Cooper, when he was Minister of Information, quoting the phrase in a broadcast designed to reassure us about the Battle of France in 1940. Nevertheless, its truth has been disproved on at least two occasions during this war—disproved at each end, so to speak. For even as Duff Cooper was speaking, the news from France, bad as it seemed, was in reality far more black than either he or the rest of us dared to imagine at the time. Again, only two months later, when men in Hurricanes and Spitfires high above the yellow fields of Kent were shooting down "bandits" in the ratio of four to one, we knew the news was good, but we did not then know how good. It was only later we began to realize we had been witnesses of an upward turning-point in the world's history.

BEFORE Dr. Arnold revolutionized the English Public schools they were run on the principle, "Always believe the worst of boys, never trust them an inch, give them no credit for decent feelings." Then came the experiment of putting boys on their honour and bringing out their good qualities by showing that these were believed in. I hope we are not going backwards in this matter. One is made to feel uneasy about it by the comment of a Royal Horticultural Society official on the suggestion that we might have our country roads lined with fruit trees, as they are in some parts of the Continent and as they are now being planted in County Wexford, Southern Ireland. The comment was "not practicable in England," because children could not be counted on to leave the fruit alone. This is a return to the old doctrine of original sin and the view that "man is vile." I don't believe this any more than Dr. Arnold did.

NO one in the House of Lords had a good word to say for statues as war memorials when the subject of how best to commemorate local efforts was discussed. The most sensible suggestion thrown out was that we should look well after those who came back and the dependents of those who didn't. Lord Chatfield's idea of a great garden space as a national memorial in London, with a "shrine" in it for memorial services, was a happy one and might be carried out locally also. Anyway, "No statues!" seemed to be the general feeling. The prevalence of life-size effigies of public men and national heroes in this country, which has a climate singularly unsuited to such display, is one of the many misfortunes planted on us by the classical tradition, harking back to the Greeks and the Romans. While boys at Public Schools and the older universities are condemned to spend most of their time over the authors who were famous in Athens and Rome between two and three thousand years ago, we have to endure the sight of stone or bronze figures, mostly grotesque, just because Romans and Athenians had them scattered about their cities!

YOU remember the old rhyme about God and the soldier being alike adored when danger threatens and war comes and being forgotten as soon as war is over? Well, the Navy, it seems, used to have a similar jingle some two hundred years ago. That was when Admiral Hawke had been beating French fleets, especially one under Admiral Conflans, and helping in that way to found the British Empire overseas. The jingle ran:

> When Hawke did bang Monsieur Conflang,
> You gave us beef and beer--
> Now Monsieur's beat, we've naught to eat
> Since you have naught to fear.

Capt. Russell Grenfell, R.N., tells us in a most interesting little book, Service Pay (Eyre & Spottiswoode, 10s. 6d.), that the Navy has always been treated scurvily in the way of pay, food and accommodation on board ship. He does not think we have yet made up for the injustice of the past. I suppose the official answer to this would be that we have always been able to attract enough men into the Navy since we gave up press-gang methods, and they have not complained overmuch. But then they aren't allowed to complain! Whatever the rights and wrongs of the case, Capt. Grenfell's is a most readable statement of one side of it.

TRAVELLING once from New York to Chicago on the Twentieth Century Limited, which did the journey of a thousand miles in a thousand minutes, I went to the barber's shop on the train for my hair to be trimmed. Then I thought I might as well be shaved too, so as to save me from having to do it myself under difficult conditions in the smoking-room wash-place next morning. Not until I felt the razor running over my throat did I recollect that we were running at more than sixty miles an hour and that any swerve or sudden jerk might end my career. However, I went through with it and I have often been barbered on trains since then. Now I see that among L.M.S. suggestions for improving this railway's service is the addition of hairdressing saloons. Shops on trains are also proposed. These I have never seen in America, but the boys who walk through trains there sell all sorts of things, from chewing gum to lead pencils, from whatever fruit is in season to the latest best-selling novel.

Col. BALWANT SINGH, of the 300-year-old 1st Rajindra Sikhs (Indian State Forces), who have fought the Japanese in Burma's jungles for the past 2½ years. His battalion alone claims over 1,000 enemy dead and wounded.
Photo, Interservices P. R. Directorate (India)

AUSTRALIA has been an experiment ever since we began to send settlers there. Most of it is unsuited to white settlement. Its cities contain far too large a proportion of its inhabitants. With so small a population it has done marvellously well, but the war has made it more plain than ever that it cannot go on with so few people. The Australians themselves realize this and they are paying more attention to what visitors to their country say on the subject. To the view, for example, of Sir Clive Baillieu, a leading British industrialist, who has been saying in Melbourne that "if we do not increase the population we may in 15 or 20 years find ourselves in a sorry state." But the question has to be seriously considered: Can settlers of British stock be induced to go to Australia? That efforts to attract them will be made is, I believe, certain; but so long as they have been able to exist in this country, even if it was only on the dole, very few have shown any inclination to emigrate anywhere. Those who went to Canada and Australia in earlier days went because they could not exist here. Can the right sort of emigrant be persuaded to go now? Much depends on the answer.

IT may seem absurd, but I feel sure a good deal of the prejudice felt against the Poles (and there is much of it) is due to the crack-jaw appearance of Polish names. They seem to be all c's and z's and w's, mixed up in what looks like a hopeless muddle. Take the name Wiktor Trojanowski, for example. The way to pronounce it is Victor Troianovski. That sounds all right. Take an even more extreme example—Skrzeszewski. That ought to be written, if we want to get the sound correct, Skrishevski. Spelt as it is in our newspapers, it doesn't make sense. The Polish and the Russian languages are very much alike; indeed, to a great extent almost the same—in sound. But the Poles long ago abandoned the Russian alphabet, which Shaw says is so much more practical and convenient than our own, and they adopted the letters used in France and Britain. But they made a hash of it by disregarding sound altogether. A reform in this direction would be a step towards the better international understanding which is so necessary.

I SUPPOSE I ought not to have been surprised at a youngish chartered accountant being reserved from National Service in virtue of his profession. I ought to have remembered how dependent modern industry is on the work of accountants, who cannot be replaced or done without. I recall what a shrewd City man said to me some few years ago. "I'm going to make both my boys accountants. Whatever happens, even," he added with a smile, "if we went Bolshevik, there would still be accountants wanted." He might have mentioned that it was a very well-paid profession also, and might even lead to a peerage. One member of it who died recently left close on £100,000. In the same newspaper which announced this was the will of Sir George Clausen, one of the finest painters of the past half-century. He left a little less than £5,000. That illustrates the different scales on which artists and accountants are remunerated in our society. It is fair enough, however, when you think what great pleasure Clausen must have obtained from his art compared with the sheer tediousness of spending one's whole life adding up other people's figures!

Smoke-Markers Point Berlin Bomb Targets

H.E.s CASCADED ON BERLIN in its biggest daylight raid on Feb. 26, 1945, when over 1,200 Flying Fortresses and Liberators of the U.S. 8th Air Force, escorted by 700 Mustangs and Thunderbolts, dropped some 3,000 tons on the railway termini. The photograph shows precision bombing in operation as B-17 Fortresses, reaching the smoke-markers—used in daylight attacks—over the targets, released showers of explosives during this fourteenth successive day of the great daylight air offensive on the Western Front.

Photo, U.S. Official

Printed in England and published every alternate Friday by the Proprietors, THE AMALGAMATED PRESS, LTD., The Fleetway House, Farringdon Street, London, E.C.4. Registered for transmission by Canadian Magazine Post. News Agency, Ltd.—March 29, 1945. Sole Agents for Australia and New Zealand: Messrs. Gordon & Gotch, Ltd.; and for South Africa: Central S.S. *Editorial Address:* JOHN CARPENTER HOUSE, WHITEFRIARS, LONDON, E.C.4.